The Story of our Post-Office

Marshall Cushing



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HERRON,

Cherry Valley, Mass.



Marshall Cushing

THE STORY

OF

OUR POST OFFICE

The Greatest Government Department in all its Phases

BY

MARSHALL CUSHING

ILLUSTRATED WITH OVER

FOUR HUNDRED AND FIFTY FINE ENGRAVINGS

BOSTON, MASS.
A. M. THAYER & CO., PUBLISHERS
1893

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NOTE.

WASHINGTON, Oct. 12, 1892.

DEAR MR. THAYER:—

I send you the last of the copy to-day. At least, you shall not deny that you have been favored in one respect: I have had it all typewritten. I congratulate myself, too, that the photographs were mostly taken by my friend here, Mr. Prince; and both of us ought also to feel happy that personal friends of ours had the mechanical work, so important in any publication, in charge, Mr. Gill of the engraving and Mr. Barta of the printing. You had a long head when you engaged these men — and it was a compliment to me.

As to the matter, it ought to speak for itself. For one, I rather like it. At any rate, I shall not apologize for it, though that is the fashion, it seems. I only hope that the book will be read and enjoyed by some of the 230,000 people who are so honorably employed in the postal service, and by some of their friends; and even by some of the millions who use the mails and want to have them made quicker, safer, and more frequent. May a good number enjoy reading the book as much as I have enjoyed writing it! That is enough to wish for.

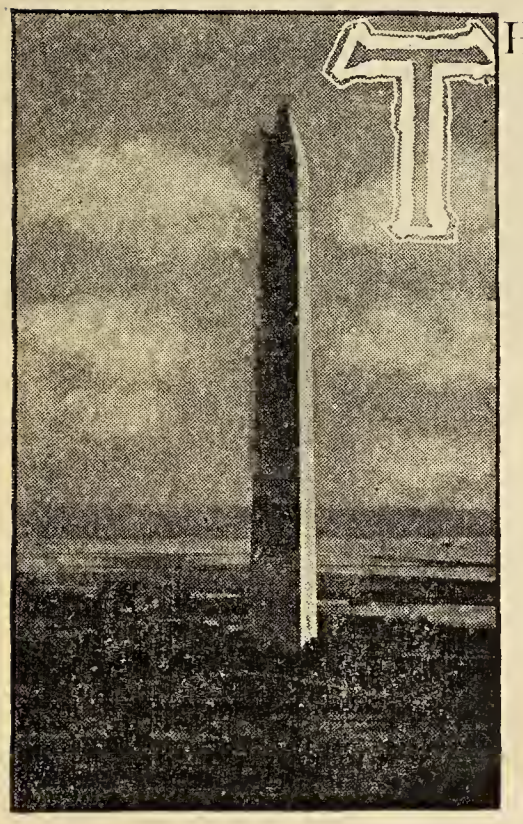
Accept my cordial regards, and *hurry the proofs;* they must be read with the greatest care, and that takes time.

As ever, yours most truly,

MARSHALL CUSHING.

MR. A. M. THAYER,
6 Mt. Vernon St., Boston, Mass.

THE CITY AND THE DEPARTMENT.

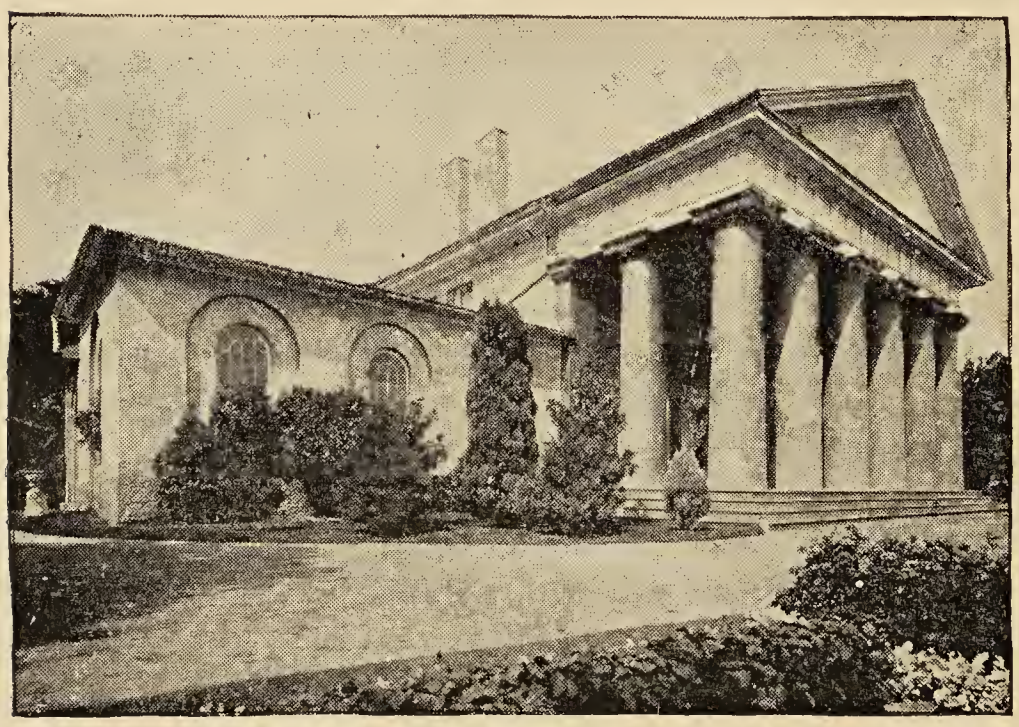


THE visitor to Washington City descries the pure, constant, beautiful monument and the dome of the majestic Capitol as he rides into town. He goes to his hotel, or visits his more or less hospitable relations. Then he begins the task of seeing the sights. He has allotted to him so many days in which to see such a number of sights, and that makes it a mathematical certainty that he must see such a number of sights per day. He visits the vaults of the Treasury Department, where the millions and millions of gold and silver coin are piled in great sacks; spends an hour or two at the Bureau of Engraving and Printing, where the revenue stamps and the greenbacks are manufactured; rides to the top of the Monument and looks down upon a city of a quarter of a million people nestling in a hundred thousand trees and breathing easier in the shade of three or four hundred parks, big and little. He almost certainly wanders over to the White House, is taken through the parlors and the East Room, and formally, and with as much dignity and self-possession as possible, shakes the President by the hand; or, if he knows his Member or his Senator and appreciates his own importance to that patriotic representative of his locality, secures a personal introduction to the Chief Executive in his library upstairs, and finds better occasion for passing the time of day and better excuse for boasting to his neighbors of the tremendous successes of his latest journey away from home. The visitor no doubt spends a good part of a day at the Capitol, gazing upon more unique and stately things and familiarizing him-

self with more statesmen than he can describe in a year's time. He looks in at the Pension Office, where, under the massive pillars and the barn-like roof, they dance at the great inauguration balls. He rides behind the lazy, loquacious African driver,—unless, of course, his very hospitable relations put their private carriages at his disposal, or his patriotic representatives similarly favor him. He glories in the view from Fort Myer, the view of Washington City, lying on the bank of the sluggish river, surrounded by woods and hills, feels the pathos of the national burial place at Arlington, lingers by the porch of Lee or the grave of Sheridan. He drives to the Soldiers' Home, perhaps, and wonders whether that beautiful reach of field and lawn or the shades of Arlington satisfy him most. He surely devotes a day to sailing down the river, to sit and muse at the venerated home of Washington and stand reverently by the great man's grave.



SACRED MOUNT VERNON.



THE ROBERT E. LEE HOUSE AT ARLINGTON.

The visitor sometimes finds occasion to leave this beaten track of sentiment and historic beauty for things more present and practical. He misses quaint old News-

paper Row, misses, perhaps, the delicious fried chicken at Hancock's. But he studies the objects in the museums, tires himself out in the libraries, in the Patent Office, in the Smithsonian Institution. He goes to the Navy Yard and examines the enormous gun plant, and, if fortune favors, finds a proud, new cruiser, lying, sleepy but relentless, in the lap of the Eastern Branch. Then, if the visitor has time, he wants to see the Dead Letter Office in the Post Office Department, a thing which he has read about, and "just to catch a glimpse" of the Postmaster General, a man whom he has read about. The Department and the man are more of interest than the stranger has imagined. The Department touches every several person of all the millions in this whole country. It touches millions, indeed, in other countries. The man inspirits all this boundless public service.



THE TOMB OF WASHINGTON.

The building of the Post Office Department occupies a square bounded by Seventh and Eighth, and E and F Streets, northwest; that is, it is in the seventh square west of the Capitol, and in the fifth one north of the reservation extending westward from the Capitol to the Monument. The structure has a basement and two principal stories, adorned, as an architect would say, with monolithic columns and pilasters with Corinthian capitals. The material is white marble from Maryland and New York. The building was begun in 1839 from designs by Robert Mills, and it was finished in 1855 by Thomas U. Walter. No doubt it would have cost less than $2,150,000 if it had not been so many years in progress. Most of the offices of the Department are quartered in this building. Five important offices in addition, however, are required to be rented: the Busch building, directly opposite the Department building, on E Street, at $11,000 a year; the structure at the corner of Eighth

and E Streets, which is occupied by the Money Order Division and by other bureaus, at $8,000 a year; the Mail Bag Repair Shop, on C Street, a fine, partly new brick structure opposite the rear of the National Hotel, at $5,000 a year; the old skating rink on E Street, between Sixth and Seventh, which is occupied by the Division of Supplies, at $4,000 a year; and the Topographer's Office, at 418 and 420 Ninth Street, at $1,500 per year. These outside quarters have been rented from time to time, according as particular postmasters general have been persuasive enough, and particular Con-



AT THE SOLDIERS' HOME.

gresses have been generous and falsely economical enough, for the forced accommodation of some of the hundreds of workers in the departmental service. Successive Congresses have been sufficiently importuned to enlarge the present Department building, or to provide a new building and turn the present General Post Office over to the uses of the Interior Department, which is even more cramped in its present quarters; or, in short, to provide in some logical, public-spirited, and prudent way for the growth of this enormous postal service — which cannot be prevented from becoming every

year more and more enormous, simply because the country cannot be prevented from growing. But the preference has been to pay this $30,000 per year in true hand-to-mouth fashion.

One finds most easily the duties of the Postmaster General and his various assistants outlined in the Congressional Directory. This prosaic but very useful publication says substantially:

The Postmaster General has the direction and management of the Post Office Department. He appoints all officers and employes of the Department, except the four Assistant Postmasters General, who are appointed by the President, by



NEWSPAPER ROW.

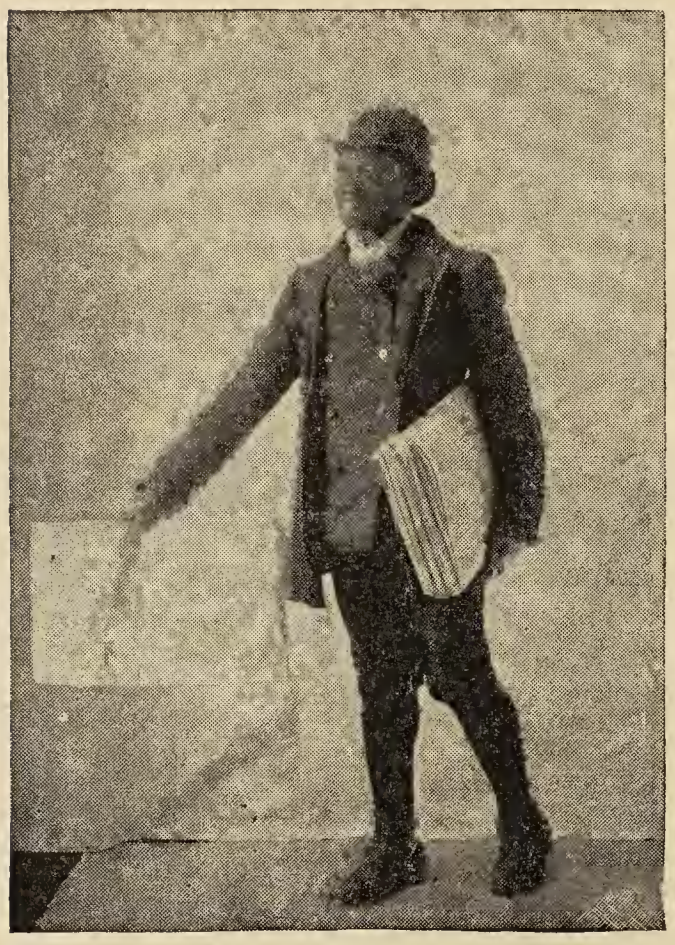
and with the advice and consent of the Senate; appoints all postmasters whose compensation does not exceed one thousand dollars; makes postal treaties with foreign governments, by and with the advice and consent of the President, awards and executes contracts, and directs the management of the domestic and foreign mail service.

The First Assistant Postmaster General has charge of the following divisions:

Salary and Allowance Division: the duty of readjusting the salaries of postmasters and the consideration of allowances for rent, fuel, lights, clerk hire, and other expenditures.

Free Delivery: the duty of preparing cases for the inauguration of the system in cities, the appointment of letter carriers, and a general supervision.

Division of Post Office Supplies: the duty of sending out the blanks, wrapping-paper, twine, letter-balances, and cancelling-stamps to offices entitled to them.



Talbott
"WASHINGTON," NEWSBOY.

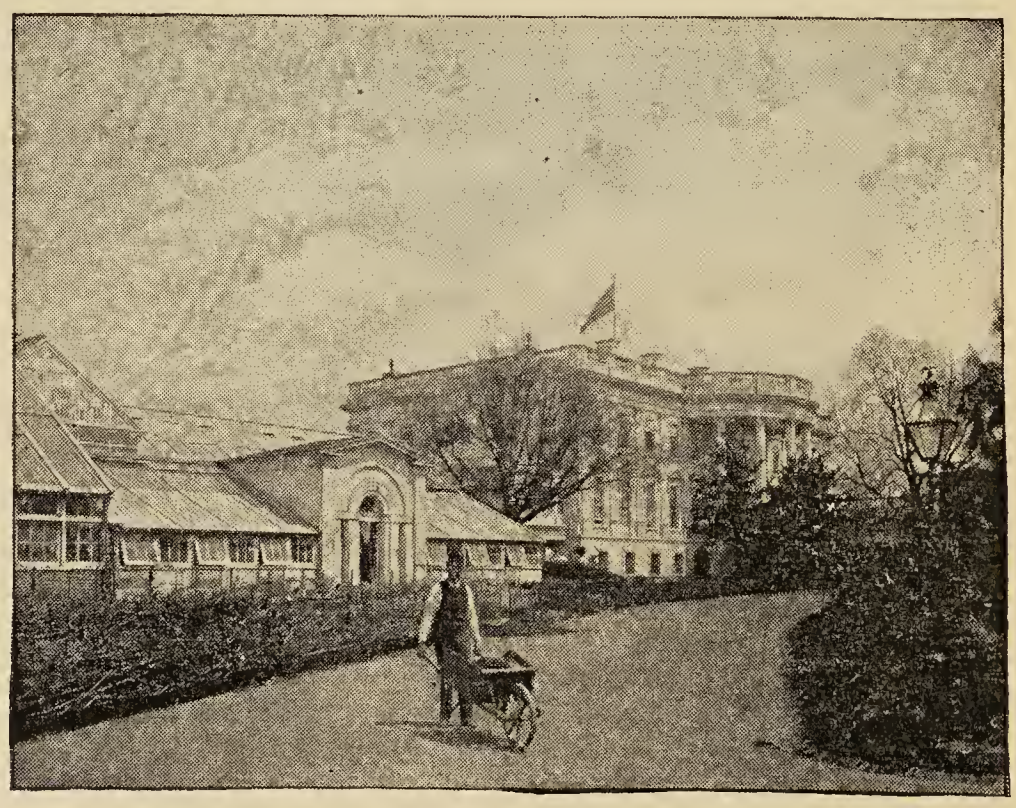
Money Order Division: the supervision of the domestic money order and postal note business, the superintendence of the international money order correspondence, and the preparation of postal conventions for the exchange of money orders.

Dead Letter Office: the treatment of all unmailable and undelivered mail matter which is sent to it for disposition; the enforcement of the prompt sending of this matter; the duty of noting and correcting errors of postmasters connected with the delivery or withholding of mail matter; the examination and forwarding or return of all letters which have failed of delivery; the inspection and return to country of origin of undelivered foreign matter; the recording and restoration to owners of letters and parcels which contain valuable inclosures; and the disposition of all money, other negotiable paper, and valuable articles found in undelivered matter and correspondence.

Correspondence Division: the reference of all inquiries received from postmasters concerning the discharge of their duties, of disputes regarding the delivery of mail matter, and of inquiries relative to the construction of postal laws and regulations.

The Second Assistant Postmaster General has charge of the transportation of all mails. His office embraces four divisions and two offices, viz:

Contract Division: prepares all advertisements inviting proposals for star steamboat, and mail-messenger service, receives the proposals, prepares orders for the award of contracts, and attends to the execution of these.



THE WHITE HOUSE FROM THE SOUTHWEST.

Division of Inspection: charged with the examination of monthly and special reports of postmasters as to the performance of mail service by contractors and carriers, and the preparation of cases and orders for deductions for the non-performance of service, and for the imposition of fines.



THE PEACE MONUMENT.

Railway Adjustment Division: prepares cases authorizing the transportation of mails by railroads, the establishment of railway postal-car service and changes in existing service; prepares orders and instructions for the weighing of mails, and receives the returns and computes the basis of pay.

Mail Equipment Division: charged with the preparation of advertisements inviting proposals for furnishing mail-bags, mail locks and keys, label cases, mail-bag cord fasteners, and mail-bag catchers; the receipt of proposals and the preparation of contracts, the issuing of these articles for the service, and the repair of them.

Railway Mail Service: has charge of the railway mail service and the railway post office clerks, prepares for the Second Assistant Postmaster General cases for the appointment, removal, promotion, and reduction of clerks, orders the moving of mails on railroad trains; has charge of the dispatch, distribution, and separation of mail matter in railway post office cars and the principal post offices, and conducts the weighing of mails.

Foreign Mail Service: has charge of all foreign postal arrangements (except those relating to the money order system), conducts correspondence with foreign governments and private citizens, and has supervision of the ocean mail steamship service.

The Third Assistant Postmaster General has charge of the Finance Office, and the Stamp Division, thus:

Division of Finance: issues drafts and warrants in payment of balances reported by the Auditor to be due to mail contractors, and superintends the collection of revenue at depository and depositing offices.



THE CAPITOL VISTA IN WINTER.

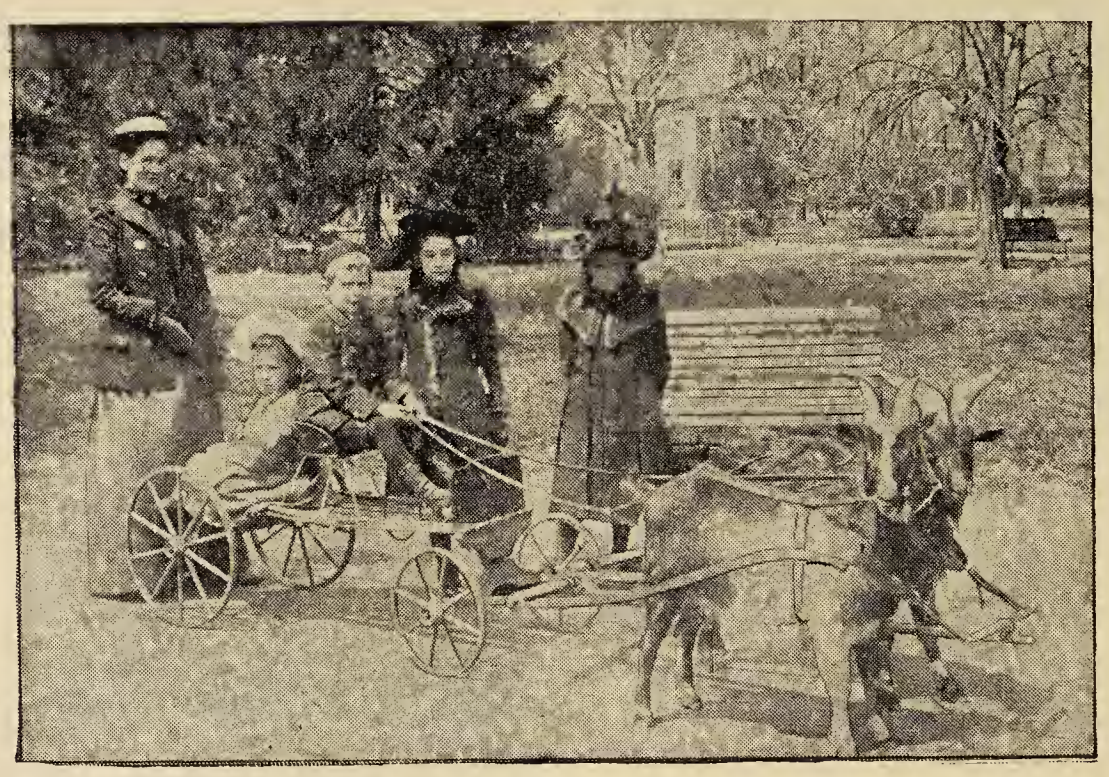
Division of Postage Stamps and Stamped Envelopes: issues postage stamps, stamped envelopes, newspaper wrappers, and postal cards; and supplies postmasters with envelopes for their official use.

Division of Registered Letters: prepares instructions for the guidance of postmasters relative to registered letters.

Division of Files, Mails, etc.: receives, distributes, and indexes all papers coming to the office; dispatches and records all papers sent, and keeps the office files.

Special Delivery System: and all business relating to the rates of postage, the classification of mail matter, and the entry of periodicals.

The Fourth Assistant Postmaster General has charge of the Divisions of Appointments, Bonds and Commissions, and Post Office Inspectors and Mail Depredations:



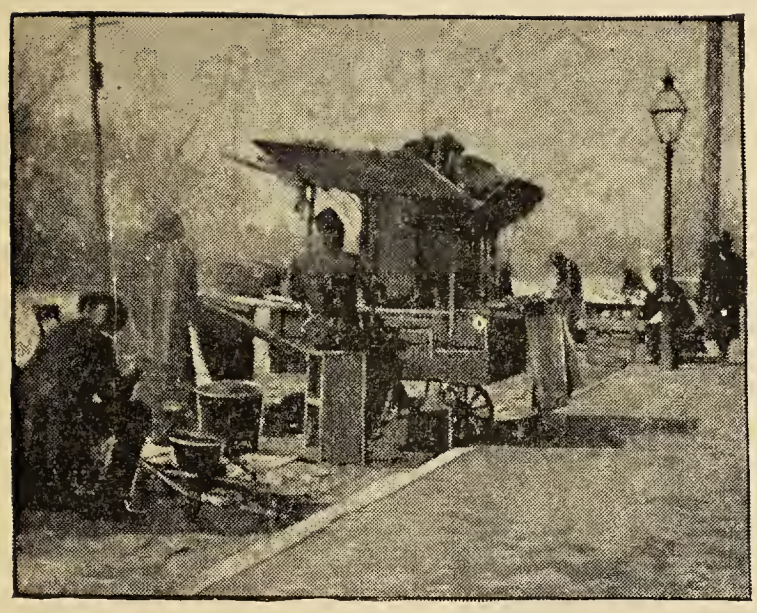
IN LAFAYETTE SQUARE.

Division of Appointments: prepares all cases for establishment, discontinuance, and change of name or site of post offices, and for the appointment of all postmasters.

Division of Bonds and Commissions: receives and records appointments; sends out papers for postmasters and their assistants to qualify; files their bonds and oaths, and issues commissions.

Division of Post Office Inspectors and Mail Depredations: the general supervision of the work of inspection, and of all complaints of losses, irregularities in the mails, or violations of the postal laws.

Almost seventy thousand postmasters, two hundred and thirty thousand persons connected in one way and another with the Post Office Department, hundreds of thousands of persons using the mails extensively, and millions having remotely to do with the Post Office, find it of value to know what the duties of the Postmaster General and of his assistants are. Hundreds of persons every month



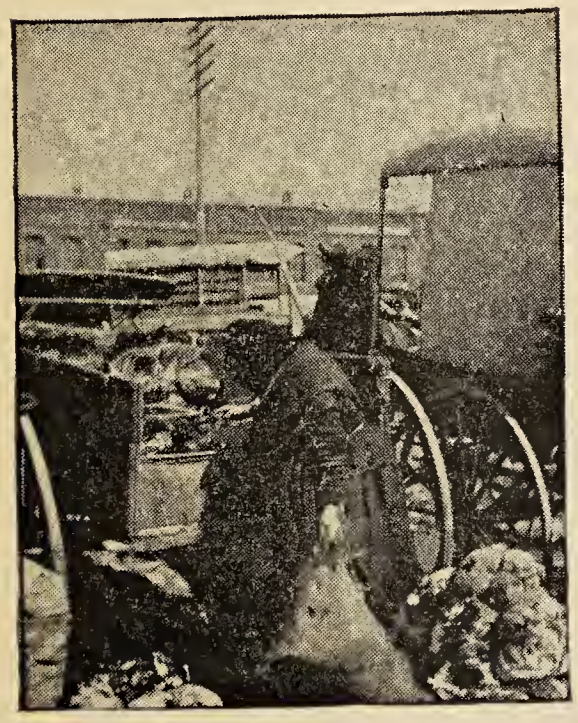


From Photographs by

Scenes About Centre Market.



Miss Frances Benjamin Johnston.





are sure they want to see the Postmaster General or to write to him, who really want to see or address somebody else; and hundreds every month are sure they want to see or address somebody else who really want to reach still others. Thousands send letters to the Department that have to be referred from the officers to whom they are addressed to other officers. All this causes delay. To understand the fact that the business of the Post Office Department is almost limitless, and that it requires to transact it the efforts not of one person, or of ten, but of thousands, is to expedite everybody's letter. No machinery is so complicated as that of the Post Office Department, yet none is so simple and regular when all of its affairs, great and small, take their natural, proper, and quick courses. One may hear every day of the red tape of the Government service. One may hear twice every day of the red tape of the postal service. But rules are necessary in every business; and surely they are necessary in the greatest business in the world. In the Post Office Department are some tens of thousands of persons who are trying to do their work, with as much dispatch and reliability as possible, for millions of persons in billions of cases. And the figures of the Dead Letter Office show that five sixths of the causes of the miscarriage of mail matter are due to the ignorance or carelessness of the great, royal, complaining public; and the experience of any person employed in the postal service for no matter how short a period also shows that the unreliability of the service is due most often to the inability of the people themselves to do business with the public service from their side of the transaction. And worse yet, they will not complain to any representative of the Department, but to some dozen persons who have nothing to do with it.



Talbott

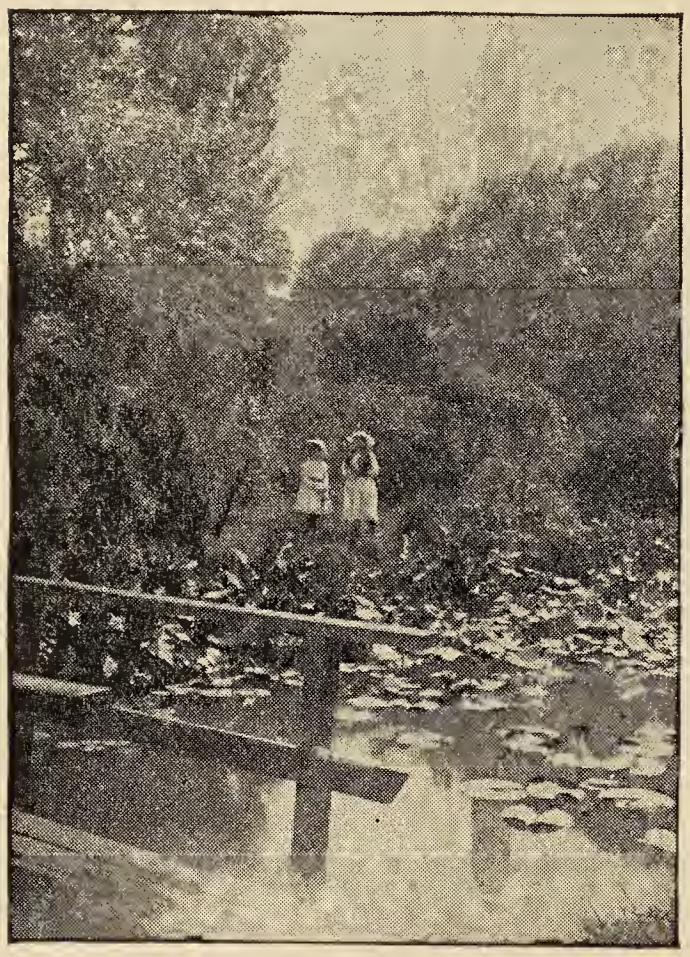
SEEN AT FORT FOOTE.

The Blue Book, a compilation made by Dr. John G. Ames, Superintendent of Documents of the Interior Department, gives an idea, as much as any compilation may, of the magnitude of the postal system. The second of the two volumes of the Blue Book is devoted exclusively to the postal service. It contains 1,425 royal octavo pages, and discloses the names and salaries of persons engaged in the service in Washington City and elsewhere. The number of postal people may be summarized as follows:

Post Office Department in Washington	681
Mail bag repair shop in Washington	231
Post Office inspectors	103
Post Office inspectors' clerks	27
Postage stamp agency	8
Stamped envelope agency	15
Postal card agency	5
Postal agency at Shanghai	5
Postmasters	67,368
Assistant postmasters	138
Chief clerks in post offices	658
Clerks in post offices (estimated)	111,875
Letter carriers	10,892
Sea post office clerks	12
Star and steamboat service:	
Professional contractors	274
Local contractors	4,013
Sub-contractors	11,478
Carriers, other than contractors or sub-contractors, estimated	2.789
Special office carriers	2,549
Regulation wagon service:	
Contractors	22
Sub-contractors	15
Carriers, other than contractors or sub-contractors, estimated	300
Railroad service:	
Contractors	2,415
Railway postal clerks	6,440
Mail messenger service	7,122
Total	229,435

These are the bulk of the army of public servants in this country. Of course there are regiments of the army, collectors of customs and of internal revenue and all their deputies and clerks, and the various officers and employees of the Departments of State, Agriculture, and Justice, and the officers and sailors of the Navy, and the hundreds employed by the Pension and Land Offices and the

other bureaus of the Interior Department. But the officers and employees of the postal system embrace the major part of all; and they always will. The increase of the army of Federal employees is necessarily great and constant. It is a great and constantly growing country. The increase in numbers, however, does not imply a similar increase in expense, for by far the largest item of increase is in the number of postmasters; and here offices are established and officers appointed upon the demand of new communities which add, without appreciable outlay, much new revenue to the Department.



IN THE AGRICULTURAL GROUNDS.

A writer for the Indianapolis *News* not long ago examined the Blue Book, greatly to the interest of the readers of that paper. He found that among the number of Government employees are 2,000 people of the name of Smith; and some 400 of them bear the name of John Smith. There are over 11,000 Browns, 1,000 Johnsons, and 900 Joneses. There are hundreds of them who spell their names with but three letters each, as Box, Bee, Dew, Dox, Gee; and some of the names that go to the other extreme are Calvacoresses, Waffenschmid, Vonbruddenbrock, Matagonsky, Stoutenborough, Schenckenberger, Scharringhausen, Petegomenne, Brannerstenther, and Dzierzanowaki.

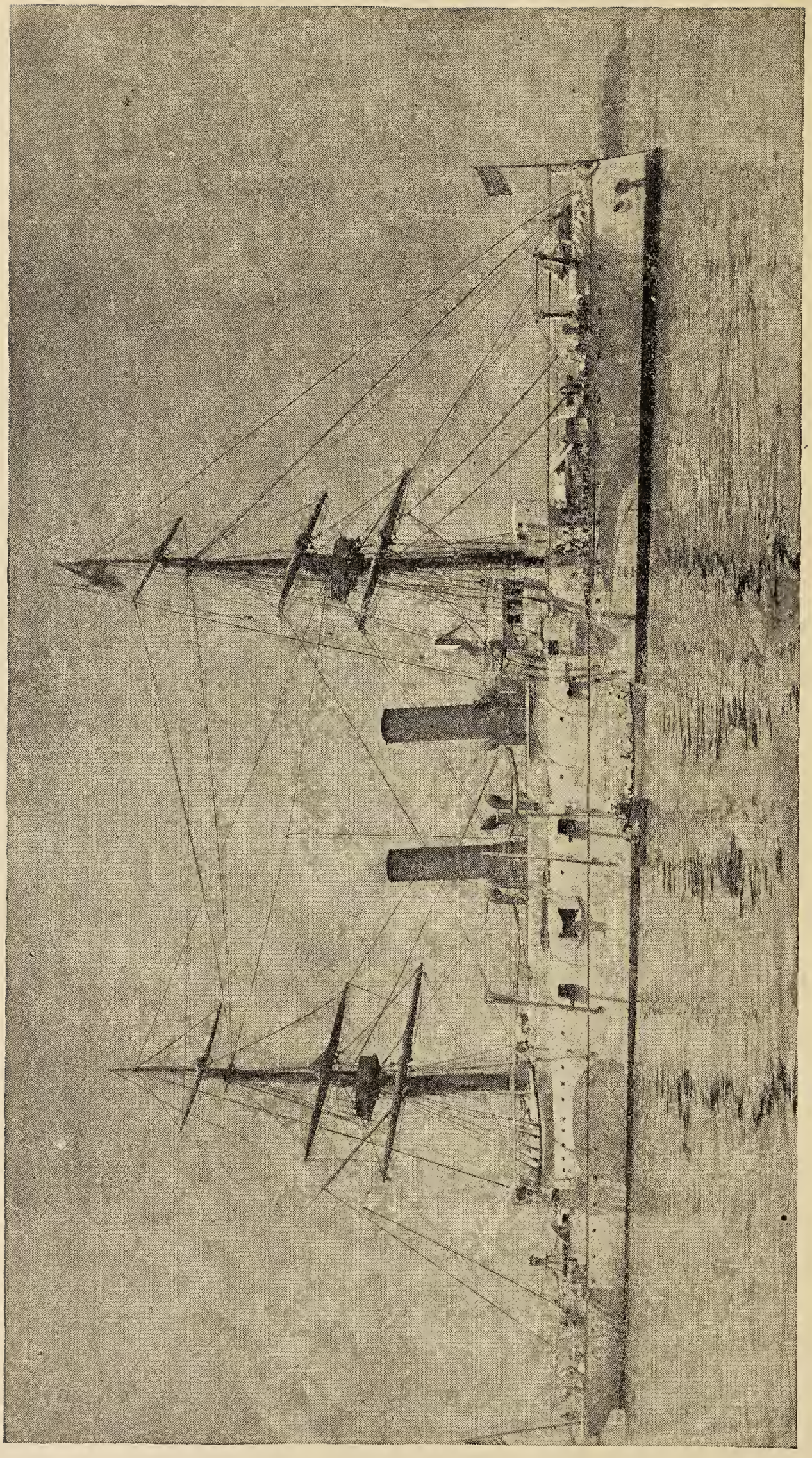
Among the names are Huggs, one Hugger, one Huggins, and twenty-five or thirty Loves. The various nationalities appear to be pretty well represented, by names as well as by individuals, for there are fifteen people who bear the name of English, seventy-five with the name of French, six of the name of Irish, three of German, and one of America. Uncle Sam's large family evidently has its proper proportion of people able to make their way through the world by whatever way seems most convenient, for two of them sail under the cognomen Gall, and three of them carry off the equally suggestive name of Cheek.

They are a patriotic lot evidently, for there is one Red, half a dozen Blues, and Whites by the hundreds. There are several Flags and material for more, for there are two Calicos and one Silk. And Uncle Sam would have no difficulty in finding material to set his table. There are six Rusks, one Bread, fifty Fishes, ten Custards, eleven Coffees, two Teas, three Butters, one Milk, two Sourwines, one Sourbeer, and two Apples. There are some names that would seem to be burdensome to carry about through life. For instance, there are three by the name of Coward, one Lie, one Awkward, one Damschroeder, one Goldammer, and one Damall. The months of the year are pretty well represented, — one January, one February, one August, and half a dozen of the name of March, and Mays in still greater numbers. Scriptural names are numerous. Adam and Adams can be counted by the hundred. To go with all of them there is but one Eve. There are forty Cains, thirteen Abels, one Job, seven Abrahams, four Isaacs, three Jacobs, two Matthews, four Marks, one Luke, twelve Johns, and twenty-five Pauls. The list contains one Doctor, two Akes, and twelve Pains.

People of the names of the various Presidents seem to be pretty well represented. There are 40 Washingtons, of whom five are George Washingtons; 300 Adamses, 16 Jeffersons, 325 Jacksons, 20 Munroes, 10 Madisons, 200 Harrisons, 10 Van Burens, 50 Tylers, 12 Polks, 75 Pierces, 30 Buchanans, 14 Lincolns, 1,000 Johnsons, 100 Grants, 20 Hayeses, 6 Garfields, 20 Arthurs, and 20 Clevelands. The royal and the titled are represented, for there are 40 Kings, 3 Queens, 6 Czars, 2 Marquises, and Princes, Lords, Earls, and Dukes in great numbers.

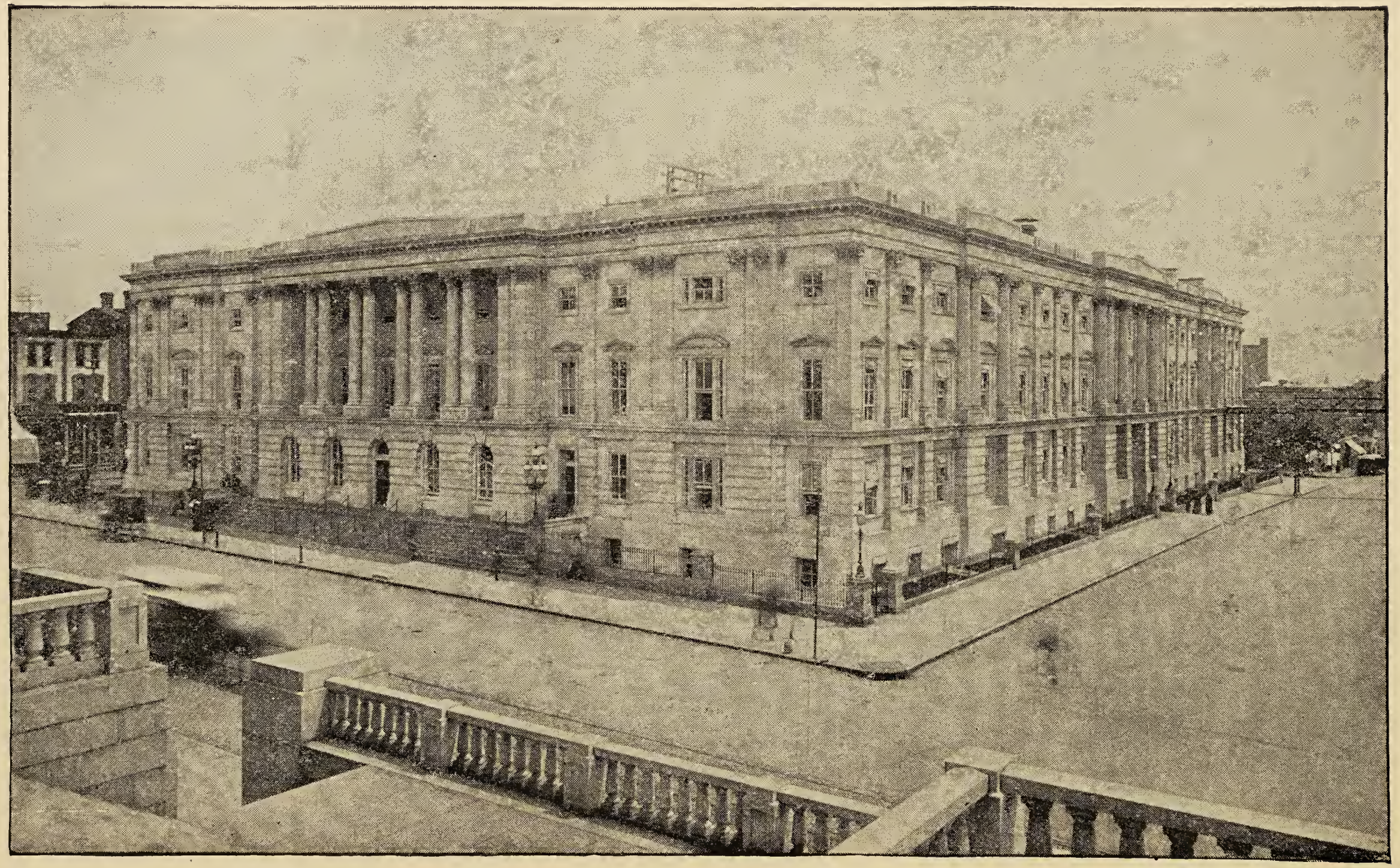
There is enough in the clothing line to fit out the most fastidious, 8 Coats, 2 Shirts, a pair of Shoes, 2 Stockings, 2 Socks, and 1 Boots. The fish family is represented with 38 Fishes, 15 Pikes, 7 Salmon, 2 Shadd, 6 Trout, 8 Oysters, 1 Mackerel, 6 Rock, 2 Crabbs, 1 Pickerell, and 2 Bullfish. To catch them with are 2 Poles, 5 Lines, and 6 Hooks. The animal family is well represented, for among the names are 1 Lion, 1 Tiger, 10 Hoggs, 4 Coons, 50 with the name of Wolf, 4 Deer, 7 Bears, and 4 Monkeys. The human family is represented by 1 Boy, 1 Man, and 2 of the name of Baby; while the provisions for their care consist of 1 Cradle and 1 Cribb.

History is slow, but a few recorded facts show how wonderfully



LYING AT THE NAVY YARD.

big the postal service is. In the war-time there were a third as many post offices as now, and the revenue of the Department was but little more than a sixth of what it is to-day. Then the total number of registered letters was insignificant. In 1866 there were 275,103 pieces of mail matter registered. Last year the Government increased the security of the mails by registering over 15,000,000 pieces. The money order system had just been inaugurated and its benefits had only been extended to 766 post offices, which handled about $4,000,000 per annum. To-day there are 30,000 money order offices, whose combined monetary transactions aggregate nearly $140,000,000 per annum. The registry system was a farce and accomplished anything but the object in view. To-day the registered mail is so secure that only one in every 12,227 pieces of matter is lost. Probably there will be one hundred thousand post offices in the year 1900, that will earn, perhaps, $100,000,000 annually. A hundred years ago the post office carried but 2,000 pieces of mail per day. Now more than 8,000 letters and packages are dropped into the mails every minute of the year. Then not a daily mail existed anywhere. There were only 100 post offices in the entire country. The length of all mail routes did not exceed 2,000 miles. The entire annual revenue of the service fell far short of $50,000. Every working day now the mails travel a distance equal to forty-one times the circumference of the globe, and more than one half of all the post offices in the country are supplied with daily mails. In 1860, 27,000 miles of railroad were used for carrying mails, at an annual expense of little more than $3,000,000, with only 600 employees. Now the railway mail service traverses 160,000 miles of road, spends $21,000,000 a year, and employs, in 2,800 cars, over 6,000 men; and in a year they travel 113,000,000 miles in crews. They distribute in transit the inconceivable volume of 7,900,000,000 pieces of mail matter, besides receipting for, recording, protecting, and distributing nearly 16,000,000 registered packages, and more than 1,000,000 through registered pouches. This task is performed with such care that less than two letters in 10,000 are sent wrong. This does not mean that two letters in 10,000 are lost, but that in distributing 10,000 an average of less than two is made by which the transmission and delivery of those two missives may be delayed; and every railway postal clerk must carry in his



THE POST OFFICE DEPARTMENT FROM THE STEPS OF THE INTERIOR DEPARTMENT.

mind the most direct route to hundreds, perhaps thousands, of post offices,—and these conditions are constantly changing with the changes of railway schedules and the times of day at which distributions are made.

The growth of the postal service with every year is enormous, resistless, inconceivable. The present Postmaster General called to the Department last March some fifty of the leading postmasters of the country for conference with him. To these men he made a little speech. It had been exactly three years since he had been appointed Postmaster General, and Mr. Wanamaker illustrated, by quoting a few figures, what the growth of the postal service had been in that short period. A few paragraphs were:

"From March 4, 1889, to March 5, 1892, we have established 10,549 new post offices, more than one sixth of the whole number in existence. To the 2,654 presidential offices of 1889 we have added in three years 467—about 18 per cent. of the entire number of such offices, which is now 3,121. In the matter of revenue, the three years prior to the present administration increased postal receipts $24,000,000, or from 130 to 154 million, being more than 18 per cent. The three years of this administration carried the revenue from 154 to over 195 million dollars, an increase of more than 26 per cent.; in other words, we maintained the $24,000,000 gained by the last administration, and added over 40 and a half millions to it.

"We have added in the past three years to the miles travelled with mails exactly 54,816,192 miles, by railroad, steamboat, and star service. The rate of pay in star and steamboat service has been decreased. There have been 2,129 new routes opened, 255 new railway post offices and compartment cars put on, and 1,016 additional clerks employed in the railway mails, mainly on account of new service. The increase in the annual number of miles of service by railway postal clerks for the past three years was about 70,000,000, or a little more than 21 per cent. In the number of pieces of mail matter distributed by railway postal clerks for the same time, there was an increase of 5,730,000,000, or nearly 33 per cent. In the number of letters separated by railway postal clerks for city delivery, there was an increase of nearly 227,000,000, or about 54 per cent. Test examinations to ascertain the efficiency of the permanent force of postal clerks were made in nearly 25,000 cases, involving a handling of nearly 30,000,000 pieces, the result showing an average of correctness of more than 93 per cent.

"Free delivery has been established in the past three years at 150 offices, and the entire service has been strengthened and extended by the addition of 2,409 carriers. The last report of the last administration showed a total of 358 letter-carrier offices; up to date there are 551.

"An unerring indication of the increased efficiency of the service is to be found in the records of the Dead Letter Office. The total number of pieces of dead mail matter received at that office in 1886, was about 4,800,000. Three years later it was about 6,200,000; and for the present year it will be about 6,800,000. In other words, for the three years prior to 1889, there was an increase of

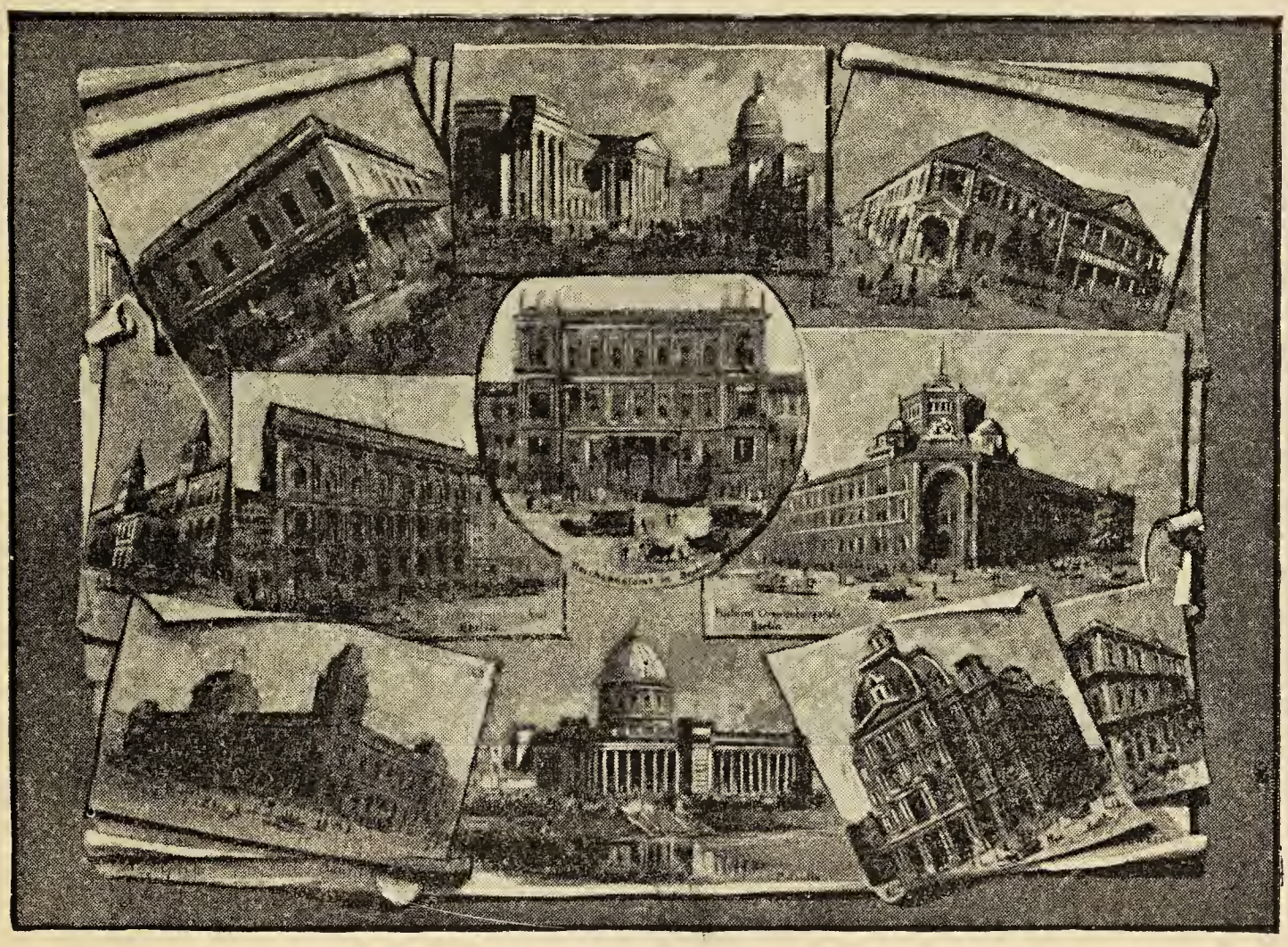
1,400,000 pieces, of 29.2 per cent.; while for the last three years the increase has been only 600,000, or 9.6 per cent. That is to say, while there was an increase during the three years of fully 35 per cent. in the number of pieces of mail matter handled, the increase in the number of pieces sent to the Dead Letter Office was less than 10 per cent., a difference of 25 per cent. in favor of increased efficiency of service."

Not only do the actual figures, in the recent as well as the earlier history of the postal service, illustrate its remarkable development, but the United States may challenge, fearlessly, comparison with any other nation. We beat the world. Neither Germany nor Great Britain has more than 25,000 post offices, and France has less than 10,000 — facts not so notable because of the limited area of these countries, though more notable, perhaps, because the United States has almost as many post offices as all of the countries of Europe, Germany excepted. The rates of postage in this country are the lowest, considering the total of miles traveled to perform the service, in the world. England, with her compact population and short distances, is no better off for postage rates. In length of mail routes the United States is far ahead of any other country. Great Britain, Germany, and France all together do not half equal the United States in this respect; and even in the mileage of mail service annually performed the United States is ahead of these three foreign countries all combined. An average American sends more letters than anybody else; for upon the basis of the last census the average number of pieces of mail matter to every inhabitant of the countries named is now:

United States,	pieces	per	capita	71
Great Britain	,,	,,	,,	61
Germany	,,	,,	,,	41
France	,,	,,	,,	37

No, there is no doubt the American postal system is the greatest in the world. It cannot be prevented from growing, and any American citizen is proud to have it the greatest in the world, and likes to see it grow. Yet this immense machine, this stupendous, delicate, all-pervading business, is everywhere impecunious and restive. The Post Office Department never has money enough to work with. Not one person in a hundred insists that the postal service should be self-sustaining. He reflects that the army and the navy are not, and he freely pays for them because of the public

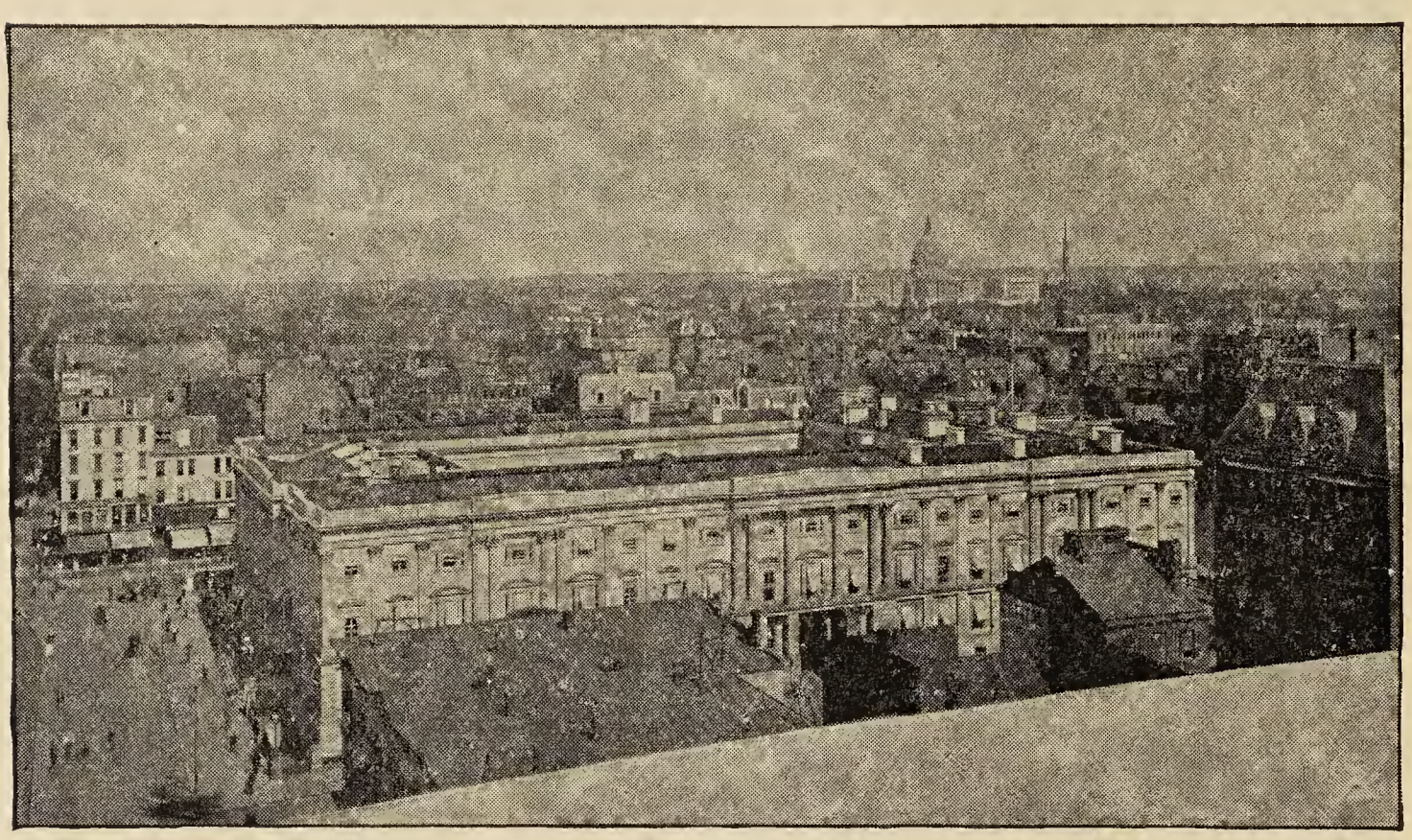
spirit which they help him to express. He rarely understands that the real reason why the postal service is not better is because he himself does not insist that money should be voted for it in order to make it better. He does not realize that there is hardly a person among the 230,000 who are employed within its branches who is not underpaid and overworked. He does not realize that impossibilities are expected of human beings. He does not stop to think that he



POST OFFICE BUILDINGS OF FOREIGN COUNTRIES.

himself might relieve the stress somewhat by conforming without variation to the ordinary requirements of the service. He has forgotten that the postal service earns back every dollar that it spends. The fact is that the American postal service, while to-day the greatest business in the world, is to-day the worst conducted — the best conducted under the circumstances, but the worst conducted, under the lack of means to work with. Everywhere the post offices are overcrowded. Everywhere, almost, the postmasters, the clerks, the contractors, are underpaid. The Department force is crowded and hampered almost beyond belief. Four hundred clerks have been

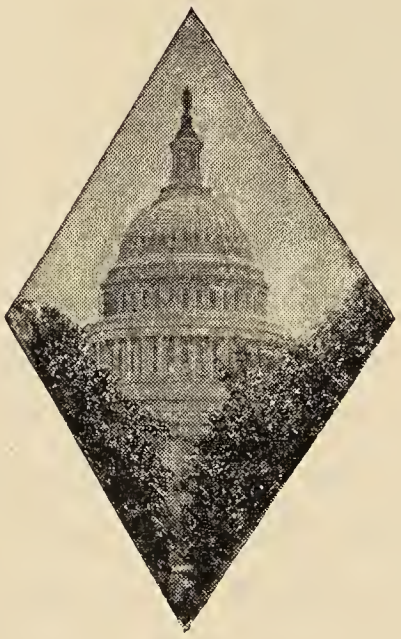
moved into the five branch offices outside the Department building, and yet a larger number than ever crowd the present structure. The hallways of the Post Office building are made not only uncomfortable but unhealthy by the great heaps of files. 240,000 quarterly reports are received annually from postmasters and 480,000 weekly statements come in each year from money order and postal note offices. Money orders and postal notes to the number of 16,000,000 have to be handled annually. These files and records are always



THE POST OFFICE DEPARTMENT.
(From the top of the Washington Loan and Trust Company's Building.)

in the way. The work of the postal service in Washington and out of it is always in the way. It can never be caught up with — until indignant public protests, expressing themselves in the votes of Congressmen, provide the means with which this vast, necessary labor may be performed. The present Postmaster General had not studied the service a month before he was heard to declare that, if the money really required to run the postal service could really be granted, he would guarantee to make $10,000,000 annually with it. Nobody at all familiar with the system doubts that this real business man would do that; and besides, with a difference on the credit side would come increased and improved facilities, cheapened postage rates, and improved service again, again, and again.

A good way to understand about the postal service, about the intricate machinery of it, the multitude of impossible things expected of it, the fidelity and dangers necessary to be practised or to be encountered in connection with it, the modes by which money is appropriated for it, the labors, satisfactory and unsatisfactory, of the man whom the President appoints to direct it, — to know what the postal clerk, the letter carrier, and the other brave and steady fellows on the inspector force, in the postal cars, and on the star routes through the wildernesses perform and don't perform, — to know about all this is to study it all a little. It is impossible to know which man and which work is most important. Every man and every duty is essential and every duty and every man is worth inquiring about, even if only hurriedly one sees the actors passing to and fro from day to day, out and in among the scenes, sees the parts played well or badly, sees the efforts and successes, and the no less worthy failures.



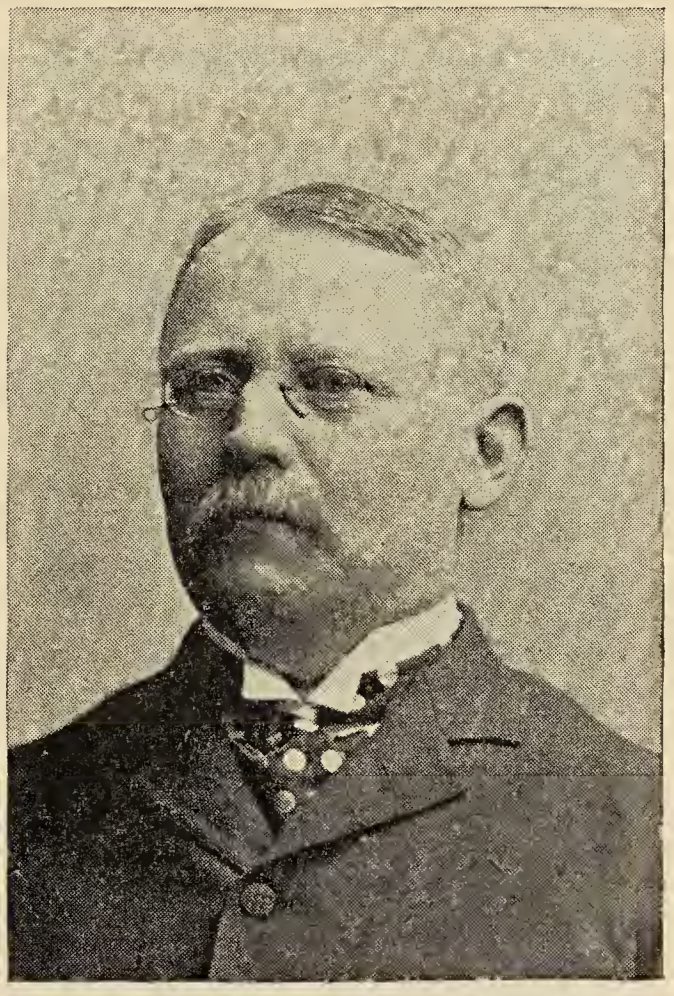
THE TRANSPORTATION OF THE MAILS.



THE Second Assistant Postmaster General's Office, which has charge of the transportation of all the mails, disburses annually some $25,000,000 for the pay of railroads alone, and its total of disbursements to all classes of contractors is over $40,000,000. The pay of postmasters and clerks and of mail contractors is regulated by the laws of Congress. A dissatisfied agent of the Post Office Department, no matter how much or how justly he may be dissatisfied, finds himself confronted, if he visits the Department or writes to some officer of the Department to complain, with certain laws and regulations which cannot be overridden. In numerous cases, no doubt, these laws and regulations work injustice, but generally they are good and necessary. A common trouble with them is that they do not provide enough for the employment and pay, from time to time, of new agents. Changes in the laws and regulations that would be wise, are repeatedly brought to the attention of Congress by postmasters general or by members of one of the branches of Congress; and unwise and impossible changes are much more numerously presented to the law-making body by demagogues (who are not unpatriotic enough to expect the measures to go forward into actual legislation) and by unspeakable cranks and lobbyists who know nothing about their subject, or who make it their invisible business to grind axes for others. But the $40,000,000 annually appropriated for the transportation of mails is used by the officers of the Department with an honesty and exactness which is superb when it is considered how many conflicting, irreconcilable special interests are involved, how much personal or political pressure is supposed to make weight in the balance, and how heavily the real demands of the intensely active letter-writing

people call for satisfaction out of an appropriation always inadequate.

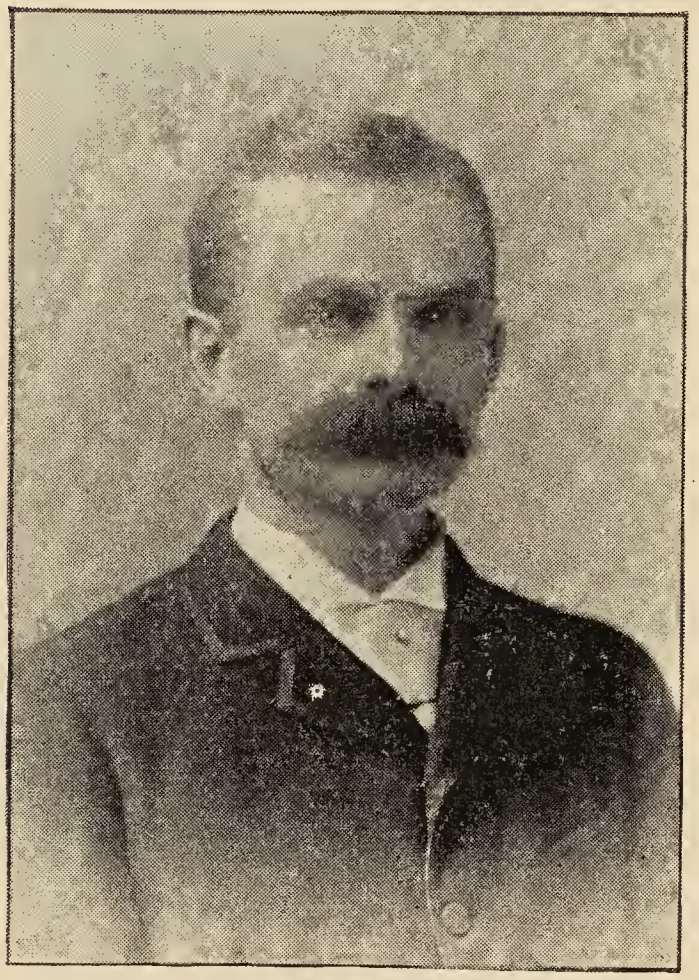
Look through the office of the Second Assistant Postmaster General. See the almost immeasurable diversity and magnitude of the affairs with which it has to deal. Mail routes are arranged in these classes: railroad mail routes, which extend over lines of railroads; steamboat mail routes, on which mails are carried by steamboat; mail messenger routes, which run from railroad stations to post offices located but a short distance from the station (usually within two miles) but which the railroad companies are not required to supply; regulation wagon routes which is the service performed in the larger cities between the main post offices, sub-offices, railroad stations, etc., and for which a particular style of wagon is used; special routes, which are not under contract, but are established for the temporary supply of new post offices that are not on existing contract routes; and star routes, which supply post offices throughout the rural districts, that are not on the line of railroad or steamboat routes, the mails being carried by stage, horseback, or otherwise, the contract not prescribing the mode of transportation, but providing that all the mails shall be carried with "celerity, certainty, and security," the three words having been designated by three stars and having given rise to the term "star service." And in addition to the above, all of which relate to the domestic service, there are the ocean mail routes and the foreign mail service.



MR. J. LOWRIE BELL,
Second Assistant Postmaster General.

A few figures illustrate this diversity and magnitude. In the United States are about 2,300 railroad routes, aggregating 160,000 miles in length, the annual travel over which exceeds 230,000,000

miles. There are 17,000 star routes, aggregating 240,000 miles in length and over 100,000,000 miles in annual travel; 7,000 mail messenger routes, aggregating 6,000 miles in length and 10,000,000 miles in annual travel; 2,500 special routes, aggregating 27,000 miles in length and 5,000,000 miles annual travel; 125 steamboat routes, 10,000 miles in length and involving 3,500,000 miles of annual travel. In all classes of inland service there are about 30,000 mail routes, aggregating 450,000 miles in length and 350,000,000 miles in annual travel. To be familiar with the laws under which all of this business is to be distributed, to provide rules stringent enough to hold all these contractors to the faithful performance of their obligations, to do the labor of hand and brain required merely for the record of these transactions, to inspect the service with method and dispatch, to investigate complaints, and to have the hardihood honestly to invite them — all this faintly suggests the work of the transportation office of the Department.



MR. GEO. F. STONE,
Chief Clerk, Second Assistant's Office.

The Second Assistant himself is Mr. J. Lowrie Bell, of Reading, Pa. He has been railway clerk, train dispatcher, superintendent, and general traffic manager. He was promoted from General Superintendent of the Railway Mail Service to be Second Assistant. His chief clerk, Mr. George F. Stone, is a Trumansburgh (N. Y.) boy, who entered the employ of the Lehigh Valley Railroad as telegraph operator at eighteen, but after about three years resigned. In the Second Assistant's office he has been promoted from the lowest to the highest clerkship. Mr. Stone is a remarkably clear-headed, energetic fellow, thoroughly up in his work. He graduated from the Columbian University Law School

in 1884, received the post graduate degree in 1885, and was admitted to the bar of the District in 1886.

See what the Contract Division, the first of the Second Assistant's office, has to do. It prepares all advertisements, inviting proposals for star, steamboat, and mail messenger service, receives the proposals, prepares orders for the award of contracts, attends to the execution of the contracts, receives and considers applications for the establishment of new routes or for changes in existing routes, conducts the investigation as to the necessity of the postal service asked, determines the course of routes and the frequency of trips, arranges the time schedules on which the mails shall be carried on star and steamboat routes, receives, examines, and recognizes sub-contracts to secure to sub-contractors pay for their services, conducts all correspondence relating to these matters, prepares statistics and reports to Congress, as required by law, and notifies the Sixth Auditor of orders affecting the accounts of mail contractors.

But steps have to be taken in the Second Assistant's office, in establishing and maintaining a mail route, before the route is placed under regular contract service. When the Fourth Assistant Postmaster General, who has charge of the establishment of post offices, creates a new post office, he notifies the Second Assistant Postmaster General of that fact, giving the name and location of it. If it is not upon some existing route, or near enough to be supplied from one, the postmaster is authorized to employ a "special carrier" to carry the mails between his office and the nearest convenient post office, as often as practicable, for a sum not exceeding two thirds of the postmaster's salary (the rate fixed by law), which depends upon the number of stamps cancelled at the new office. This, however, is considered but a temporary arrangement, and as soon as the new office shows a considerable number of people to be supplied, or a fair cancellation of stamps or of mail matter handled, a regular star route is provided.

Whenever a petition is received for a new star route, an investigation is made to ascertain whether there is a postal necessity for it. Sometimes the petitioners state the reasons why they think the route should be established, which aids the Department in its work; or they may give very little information. But in any event correspondence is opened with the postmasters on the proposed route to

ascertain its length, what frequency of supply is needed, the time schedule upon which mails should be carried, the condition of the roads, whether there are streams, ferries, toll-roads, or mountains to be crossed, the number of people to be supplied, the amount of postal business at each post office, and so forth. All are invited to make such suggestions as they may think good, and in many cases of importance or difficulty a special agent of the Department is sent upon the ground.

When the papers are all in they are carefully examined. If it is decided that the route should be established the postmasters at the termini are instructed to post for ten days in a conspicuous place in their offices and elsewhere, notices which are furnished to them, inviting proposals for carrying the mails over the proposed route from the earliest practicable date to the end of the fiscal year, June 30. A copy of this notice is also posted on a bulletin advertisement in the Department. This is a temporary, or "bulletin board" advertisement, under which the service is limited by law to one year, and the advertisement and proposal are less formal than those required under advertisements for longer terms. All bids received by the postmasters are in envelopes and are forwarded to the Department, where they are opened; and the service is awarded to the lowest bidder, if the bid is considered a reasonable one. Contracts are then sent out for him to execute and return, when they are signed by the Second Assistant Postmaster General. The postmasters at schedule points are notified as to the service required, and instructed to keep reports, upon blanks furnished to them, showing how the service is performed, which reports are sent to the Inspection Division at the close of each month, where they are carefully examined; and if they show that the service is performed in compliance with the contract, a certificate to that effect is issued to the Sixth Auditor at the close of the quarter, who has a copy of the contract, and who states the contractor's account, showing the amount due him. A warrant or draft is drawn in his favor, which, after passing through a number of offices under a system of checks which effectually guards against mistakes or frauds, is mailed to the contractor.

After this contract has expired the service is continued under a general or miscellaneous advertisement for longer periods. For the purposes of the general advertisement the country is divided into

four contract sections, and all the star and steamboat routes in each section are re-let once in four years for a term of four years, the sections being in regular order, so that there is a general letting every year. The Second Assistant's office begins to prepare the general advertisement nearly a year before the new contracts are to go into effect. The advertisements are prepared in pamphlet form, one for each state, describing in detail all the star and steamboat routes in the state, and containing extracts from the Postal Laws and Regulations applicable to that service, with full instructions to bidders, and forms of proposals and bonds. This pamphlet advertisement is displayed in every post office in the state for at least two months before the letting takes place. All proposals must be sent to the Second Assistant Postmaster General by a fixed date.



ON A STAR ROUTE IN THE SOUTH.

The proposals are placed unopened, as they are received, in a vault until the day for opening arrives, when, under the supervision of a committee appointed by the Postmaster General, they are opened by a large force of clerks, stamped, folded, arranged, examined, and recorded with the utmost system. Accompanying each proposal and as a part of it, there must be as provided by law the oath of the bidder that he has the pecuniary ability to perform the service, a bond executed by the bidder and at least two sureties in a sum fixed in the advertisement, the oaths of the sureties as to the location, description, and value of their real estate over and above all incumbrances (which value must be at least double the amount of the bond), and finally, a certificate from a postmaster that, after informing himself, he believes the sureties to be good and sufficient.

When this work is completed the result appears in great books

showing a complete statement of each route, the service required, etc., with the names of all bidders for that route and the amounts of the bids. The awards are then made to the lowest bidders whose bids are in proper form. Then contracts are drawn and sent to be executed by the accepted bidders. Under the annual general advertisement and the annual miscellaneous advertisement there are received about 120,000 proposals and bonds, and about 5,000 contracts in duplicate are drawn. This does not include the bulletin, or temporary advertisements, which are issued almost daily. This is the method of letting star and steamboat routes. Contracts for regulation wagon service are made similarly.

In the last general advertisement for proposals for mail service, issued now almost a year ago, the number of routes in the several states advertised for was as follows: North Carolina, 638, South Carolina, 263, Georgia, 519, Florida, 206, Alabama, 576, Mississippi, 387, Tennessee, 719, and Kentucky, 717; or a total of 4,025 routes representing an annual travel of 22,646,694 miles. Proposals were also invited in this same advertisement for performing mail messenger, transfer, and mail station service in the chief cities of these Southern states. For this service wagons have to be built in accordance with plans and specifications furnished by the Department.

On the 11th of last March the Second Assistant's office announced that it was about to begin the preparation of advertisements inviting proposals for carrying the mails on all star and steamboat routes in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, and all postmasters and others were invited to submit suggestions along the trend of the following questions:

Has any post office more frequent mail supply than it needs?

Is the service on any route unnecessary in whole or in part?

Could any post office be better or more expeditiously supplied from some point other than its present base of supply?

Does any post office need more frequent mail supply; if so, does the postal business at that office warrant the probable increase in cost?

Could the mail be advanced or better connections made by a change in any existing time schedules?

If a new route should be established, what existing service could be dispensed with?

The advertisements for the above contract section went to press in

August. The advertisement for the Southern contract section, referred to as having been issued late in the fall of 1891, was again referred to in an order of the Second Assistant Postmaster General, dated April 4, 1892. He announced that he had awarded contracts on four thousand star and steamboat routes, and would soon make awards for 1,600 miscellaneous routes. This order gives certain directions to sub-contractors, and quotes a section of the Postal Laws and Regulations, as follows:

"No postmaster, assistant postmaster, or clerk, employed in any post office shall be a contractor or concerned in any contract for carrying the mail. Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business, matter, or thing relating to the mail service. They are the agents of the Department and cannot act in both capacities."

In accordance with the spirit of the statute the order adds:

"The wife or husband of a postmaster should not become a sub-contractor; neither should a minor child of a postmaster when such an arrangement would result in the postmaster being pecuniarily interested."

In such and in almost numberless other ways are the Argus eyes of the Second Assistant Postmaster General's office required to watch the contractor and the postmaster, not so much that they need watching, but that they might need watching if they were not watched.

In another order of the Second Assistant Postmaster General, issued on the day after the date of the one last mentioned, it is directed that mails must never be dispatched in advance of the time named. The postmasters must see that all pouches are securely locked. Mail carriers have the right to transport merchandise outside the mails, but all communications relating to it must be verbal (the carrier must not carry outside the mail any written communication relating to merchandise); and the registers of the arrivals and departures of the mails must be actually and not mechanically kept. The order mentions that several postmasters have recently been removed on account of a persistent neglect to keep these registers properly — reasonably enough, for the postmasters are evidently the only check on the contractors. Now and then a mail contractor has been found to submit offers to postmasters to secure, upon the payment of money considerations, the services of persons to act as sub-contractors, and though there is a postal regulation against this,

it needs frequent reiteration. It is the contractor, the "star router," and not the sub-contractor, who usually needs the special kind of watching. The derelictions of the contractor are usually the things he won't do if he can help it. Those of the sub-contractor are the things he can't do, no matter how hard he tries.

Up to a year or more ago mail contractors (many of whom are professionals and contract for thousands of routes) were accustomed to drop the unprofitable routes and retain the profitable — if they could. Under the old method no bidder for carrying the mails was released from the obligation implied in his proposal, notwithstanding a lower bidder secured the contract, until that lower bidder actually began the performance of the service; so that, if an accepted bidder failed to begin the service, the Department was compelled to award the route to the next lowest bidder. Taking advantage of this, professional bidders who had submitted proposals with little knowledge of the cost of operating the routes, and who found that the routes could be sub-let only at a great loss, refused to begin the service, hoping to have the routes re-let. To check this the Department has refused to compromise in the re-letting of routes upon the basis of pecuniary damages resulting from re-letting the service, taking the ground that such pecuniary damage does not compensate for the annoyance to the people interested in the route, and that what the Department wanted was not damages, but a performance of all contracts. To make its position clear the Department prosecuted one contractor and secured his conviction. This resulted uniformly in bona fide bids made by those only who intend to perform the service.

It is true that frauds are sometimes attempted by contractors, but the Government espionage is so close and comprehensive that such efforts are sure to result in failure and punishment. Not long since the general manager of a Western railroad, a millionnaire and a man of supposed character, tried to swindle the Government by sending over his road, during the period when the mails are weighed for the purpose of ascertaining the average amount carried by the road and fixing compensation proportionately, a large amount of "dead" matter, such as old newspapers. The Government would have overpaid this road perhaps $10,000 a year, but the attempted fraud was promptly discovered, and the millionnaire manager was duly indicted by the grand jury.

To hold the transportation service up to the standard required and paid for the Division of Inspection of the Second Assistant Postmaster General's office examines the performance of all classes of domestic service. It receives and examines each month thousands of reports from postmasters at offices at schedule points, showing the day and hour of arrival and departure of mails, and the irregularities and failures on the part of contractors and carriers; prepares orders making deductions from pay of contractors for non-performance of service, or imposing fines for delinquencies of contractors or carriers; issues certificates to the Sixth Auditor as to the performance of service, which authorize that officer to make the quarterly settlements with contractors; authorizes the payment of railway postal clerks; considers applications for remissions of fines and deductions; and conducts all correspondence relating to these matters. In an average year the gross amount of fines and deductions from postal contractors and others is over $1,000 a day, though from this sum is deducted in the course of a year about $90,000 for satisfactory explanations. The deductions from railroad service amount to about $300,000 annually, and the deductions from the star service to over $50,000. The remainder is distributed in small sums among the steamboat contractors, and mail messengers, and the postal clerks. Generally explanations are satisfactory where acts of Providence intervene to prevent a contractor from performing his work acceptably. The Johnstown flood, for example, affected several of the largest trunk lines of railroad. The contractors in this case used every possible endeavor to make connections and put the mails through as nearly on time as possible, and the Department, in pursuance of its liberal but just policy, accordingly remitted the usual fines.

Mail messenger service is not performed under formal contracts. There are, of course, the same features of advertising at the office where the service is to be performed and competitive bidding and awards to the lowest bidder; but there is less formality as to the bid, and no bond and no contract. The lowest bidder is designated for an indefinite period to perform all service that may be required. He has the right to resign at any time upon giving thirty days' notice, and the Department may re-advertise the service whenever it may be thought advisable to do so.

Star contracts are made for a specific number of trips per week, by a schedule of a certain number of hours running time for each trip, and provide that the Department may order the number of trips increased with pro rata allowance of pay to the contractor. In years past there was also a provision in the contracts to the effect that if the Department ordered the trip made with greater speed, requiring the contractor to employ additional stock and carriers, he should be allowed additional pay, which should bear no greater proportion to the original pay than the additional stock and carriers required for the faster schedule bore to the stock and carriers required for the original schedule. Increase in frequency of trips was, and is, known as "increased service," and reduction of running time, that is, greater speed, is known as "expedited service."

It was the action of the Department under these two provisions, and particularly under the latter, that led to the so-called star route frauds of 1878, 1879, and 1880. A contract would be made, say, for once a week service on a slow schedule; after it was in operation a petition, instigated by the contractor, would be presented asking for faster time; the contractor would make affidavit that to perform service on the fast schedule would require him to double his stock and carriers. The Department, without examining into the correctness of his affidavit, would order the faster schedule adopted and would double the contractor's pay. Then, perhaps, an application would be presented for twice-a-week service which, if granted, would again double the contractor's pay, and so on. In this way a contract which originally paid the contractor a few hundred dollars could be made to yield him many thousands. Hundreds of thousands of dollars were thus paid out of the Treasury. This lead to charges of corruption, investigation, and criminal proceedings against Departmental officers, contractors, and others. Since then no allowances are made to contractors for expedited service. If it becomes necessary to adopt a faster schedule on a route, and the contractor is unwilling to perform such service without additional pay, his contract is terminated and the faster service is opened to competitive bidding. Thus, any possibility of fraud is done away with.

The Railway Adjustment Division of the Second Assistant's office considers applications for the establishment of mail service

upon railroads, prepares orders authorizing such service and the establishment of railway post-office car service and changes in existing service, prepares the orders and instructions for the weighing of mails, receives the returns and computes the basis of pay, prepares the orders adjusting the pay of railroad companies for carrying the mails, and for postal car service, and attends to all correspondence relating to this branch of the service. The mail service performed by the railroad companies is not under any formal written contract. In 1873 Congress enacted a law providing that railroad companies should be paid for carrying the mails on the basis of the weights carried, and fixed a scale of maximum rates that could be allowed. These rates were reduced ten per cent. in 1876 and five per cent. additional in 1878. Railroad companies cannot be compelled by the Department to carry the mails, but as a general rule they gladly avail themselves of the privilege when permitted. When a new railroad is completed and the company makes application for the establishment of mail service over its line, the Department makes an investigation as to the necessity for the service. If the result is favorable, and the amount of postal business is thought to be sufficient to warrant the payment of the maximum rates allowed by law, an order is issued authorizing the transportation of mails over the line; after the service is fully in operation a weighing is had of the mail actually carried, for a period of thirty consecutive working days, to ascertain the average weight of mail per mile that is carried each day, and upon this weight the pay is computed. If the benefit to the postal service to be derived from the transportation of mails on a line will not warrant the payment of the maximum rates for the weight carried, a rate less than the maximum is allowed by agreement with the railroad company, or the service is not established. The pay thus fixed continues to the end of the four years term for the state in which it is operated. Then another weighing is had. Under this arrangement the railroad company must carry the mails at least six times a week each way, and the Department may place mails on any additional trains which the company may run. Where the amount of mails carried makes it necessary for the company to provide railway post-office cars over forty feet in length, for the exclusive use of the Department in handling the mails, additional pay is allowed for each line of

cars ordered by the Department, according to the length of the cars.

The Post Office Department takes the view that the coöperation, and not the antagonism, of the railroads of the country is desired in providing mail facilities, and consequently great liberality towards them — liberality as great as possible under the laws of Congress and the business requirements of the service — is pursued. The interests of the Department and of the railroads are allied, for often the Department is able to put on mails where the enterprise of a railroad company is pushing its transportation business with faster and more frequent trains, and sometimes a railroad company, lacking by only a little enough transportation business to enable it to put on a newer or a faster train, is enabled to do so with the assistance furnished by the Department in consideration of its transportation of the mails.

The maximum rates of pay allowable to railroads at the present time are, on routes carrying their whole length an average weight per day of

200 pounds	$42.75	2,000 pounds	$128.25
500 ,,	64.12	3,500 ,,	149.62
1000 ,,	85.50	5,000 ,,	171.00
1500 ,,	106.87		

And for every additional 2000 pounds $21.37.

The chief item of expense in conducting the postal service is, as has doubtless been imagined already, the transportation of the mails, — though it is not to be forgotten that there are the items of millions for the pay of postmasters and clerks. Almost everywhere the earnings of the service — this, too, must already have been imagined — are used again for the extension and improvement of the service — for the general improvement of it, that is to say, as fast as the acts of Congress permit. Only ten states and one territory produce more postal revenue than is spent within their borders. New York leads, Massachusetts is next, Illinois is third, and Pennsylvania is fourth. Oklahoma is the one territory. Grouping the states in regions, the New England States produce $1,636,091.29 more than is spent for them; the Middle States produce $3,857,-181.23 more. No state on the Pacific slope produces as much as is required for the maintenance of its postal service. The same is true

of the Southern States. Two of the Western States and one territory supply more than they use. The Southern States use $3,888,-973.23 more than is collected; the Western States $6,143,677.18 more; the Pacific States $1,871,806.04 more. Without taking into account the amounts expended last year for transportation, all the increase of receipts (nearly half a million dollars) in the New England States, except $107,000, went back into improved service. In the Middle States, out of over one and a half million dollars increase all but $10,000 went back to improve the service. In the Southern States the increase was nearly eight hundred thousand dollars, and all but $15,000 went back to improve the service. In the Western States all the increased receipts and $677,591 in addition were spent for the benefit of the service; and in the states on the Pacific Slope the additional receipts of $474,644, and $278,539 more, were spent to better the postal facilities.

It is well known that many of the large city offices yield a net revenue to the postal service. It is frequently stated that the New York office alone receives above $4,000,000 annually more than it costs to operate it; and while there is no sure basis for making a calculation of this sort (inasmuch as the item of transportation of mails to and from a place like New York cannot be charged against that city in any definite and right proportion), it is of course true that the New York office and many others yield millions of dollars of net revenue to the Department. This fact has been the reason why propositions have been numerously made to reduce the postage on letters in large cities, (which are intended for delivery within the limits of those cities,) and to have pneumatic tube service, and other new additions to the postal facilities. The reason why these claims are somewhat illogical is that the letter writers of the large cities pay not merely for the postage of letters intended for delivery within their own towns, but for the privilege of sending letters to the farthest quarter of the country, — and receiving answers back. It would not be maintained that no post route and no mail facilities should be extended to localities where the service is not expected to be self-sustaining; for in hundreds of cases it costs fifty cents and more to send letters to their destinations, where the charge is only the ordinary two-cent stamp. It is not simply the postage on the letter which travels a mile that the letter writer

pays. It is the privilege of sending a letter three thousand, or even six thousand miles, for two cents, that he pays for. Major George L. Seybolt, Post Office Inspector in Charge at San Francisco, lately returned from an examination of the postal service of Alaska. Alaska is as far west of San Francisco as San Francisco is west of the Atlantic Ocean. The remotest office belonging to the United States is at Mitchell, far up in the interior of Alaska. The spot is a little mining camp near where the waters of Forty Mile Creek flow into the Yukon River. The people are not quite certain whether the United States or Canada owns the land, for the boundary line is quite near; but at any rate the United States has the office. The mail is carried irregularly by any one who chances to be going that way. Of course, nearly all the small merchandise



IN THE UPPER PENINSULA OF MICHIGAN.

for points in Alaska goes by mail — boots, shoes, silver ware, pictures, clothing, millinery, groceries, and in fact anything not liquid or alive that can be made up into a four-pound package. The Government charges are much lower than any express or freight company could afford to make; and hence the additional loss on this far-away business, which is not merely the transportation of letters.

A year or more ago numerous complaints were received from Texas that the star service there was irregular and generally inefficient, and public attention was again drawn to the evils incident to the sub-letting of star route contracts. It is well known that the bulk of the star route contracting is done by professional bidders, or "star routers," as they are called. These men make hundreds,

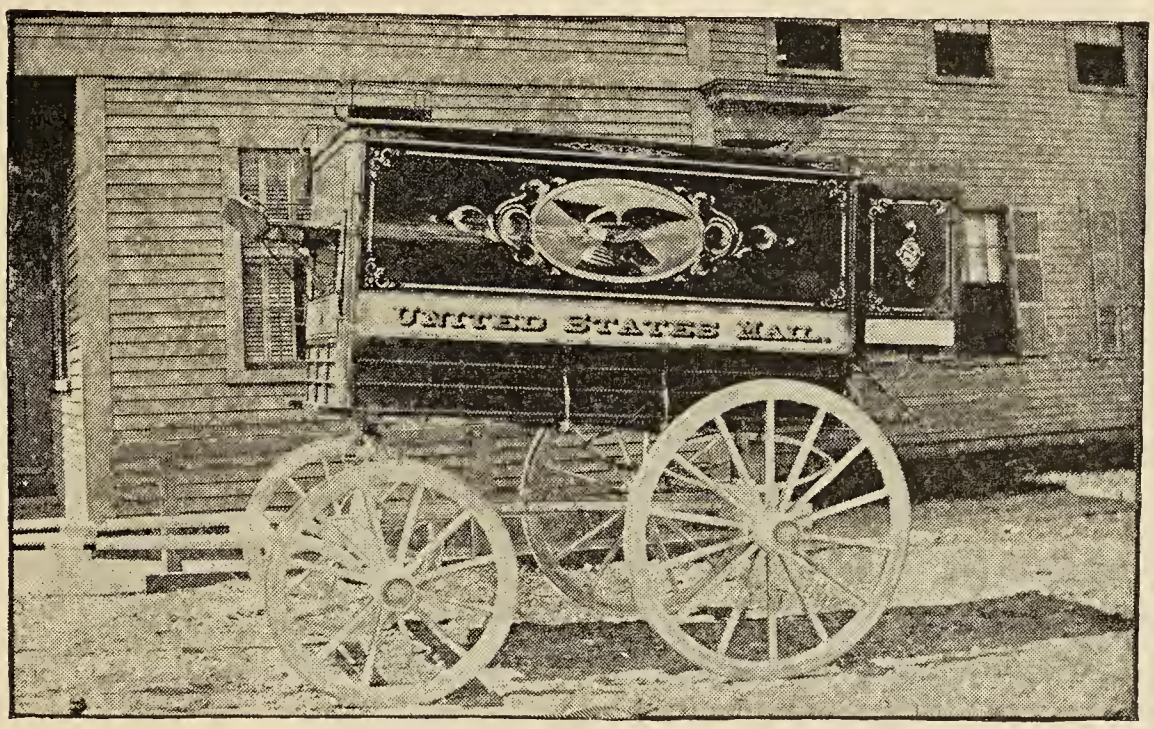
or even thousands, of contracts. They of course sub-let them, sometimes at ruinously low figures, as the disposition of many a sub-contractor to give up his work testifies. As has recently been stated by the Department, a great diversity of opinion has existed respecting the advisability of enacting new laws or the creation of additional regulations, the outcome of which would be to discourage competition, thereby largely increasing the cost of the star service without substantial assurance that there would arise from the new conditions a marked change in the performance of the service itself. Two methods have been recommended by those advocating a change; first, to prohibit sub-letting altogether; second, to require the approval of bidders' sureties by postmasters at post offices upon or contiguous to the routes to which the proposals relate. It has been claimed for the first proposition that it would prevent speculation in mail contracts, because no person would bid for service on a large number of routes knowing that he could not sub-let them. In opposition, it is asserted that while sub-letting directly would be prevented, the contractors could still hire carriers who, after performing the service, might have no means to secure their earnings by evidences of agreements that could be recognized by the Department. The purpose of the second change would be to exclude sub-letting bidders and to cause contracts to be let to persons residing upon the various routes or near to them. For it is argued that competition among speculators is so great that they in turn must sub-let at figures below which inferior equipment is necessary and good service impossible. But under the present system pay is not awarded unless the registers of the postmasters show that the service has actually been performed; and an objection easy enough to be thought of is that, under the proposed change, intending local contractors might form combinations and increase prices inordinately. The Department is rather inclined, in choosing between these evils, to a more rigorous supervision of all the work; and this is one of the reasons why it is more important now than ever before that all complaints should be submitted specifically and without delay, as cause for them arises. An increase of ten per cent. in the cost of the star service would necessitate an additional annual appropriation by Congress of over half a million dollars for this service alone. The Department, insisting upon a sharper supervision, and

taking advantage, too, of the closeness of competition among bidders, has been able to prove the wisdom of its position by pointing out that under the letting of the star service in the fourth contract section, which took effect July 1, 1890, there was an annual saving of over $213,000, which would be for the contract term of four years a saving of over $850,000; and that under the letting of the third contract section, which took effect July 1, 1891, the reduction per annum was over $100,000, or a reduction for the contract term of four years of over $400,000. The competition was sharp enough. The number of routes embraced in this last contract section was over 4,000, and the total number of sealed proposals almost 100,000, so that the average number of bids per route was from twenty to twenty-five.

Not the least significant development of Postmaster General Wanamaker's desire to facilitate the delivery of mail in country districts is the possibility of a large and important addition, but not an addition at all onerous, to the duties of the mail contractor. It is believed that if letter boxes for the collection of mail were put up at central points in farming, lumbering, or mining communities, the mail could be collected from them and properly disposed of by the contractor without trouble, greatly to the accommodation of these far-off letter writers; and not the least of the benefits likely to be derived from this proposed departure would be, as Congressman Nelson Dingley of Maine has pointed out, as in the case of the extension of the free delivery by carrier to villages and rural communities, the freer interchange of letters and newspapers, and of general intelligence, and hence a less marked tendency on the part of country people towards life in the city.

The "regulation wagon service" is performed in some forty of the chief cities of the country. It provides for the transportation of mails from railroad stations to post offices, and every city dweller has seen the lumbering red, white, and blue express wagons trudging backward and forth. Every intending contractor must personally investigate the extent of the service to be required. There is no diminution of compensation for partial discontinuance of the service, nor is there any increase of compensation for any increase of service that may be required. Bidders know this, and make allowance. The regulation wagon is expensive. It requires con-

stant care and frequent painting to make its appearance creditable, and it is the more expensive because, after the contract term is over, it cannot be made of service to the owner without being radically changed; for its subsequent use is forbidden by the Government until after the removal of all the insignia of the Government service. In about forty cities of secondary importance the screen-wagon service, as it is called, is provided. The ordinary mail messenger service did not afford sufficient protection for the mails, and in the number of cases above mentioned the messengers were required to furnish covered wagons, protected by screens, and pro-

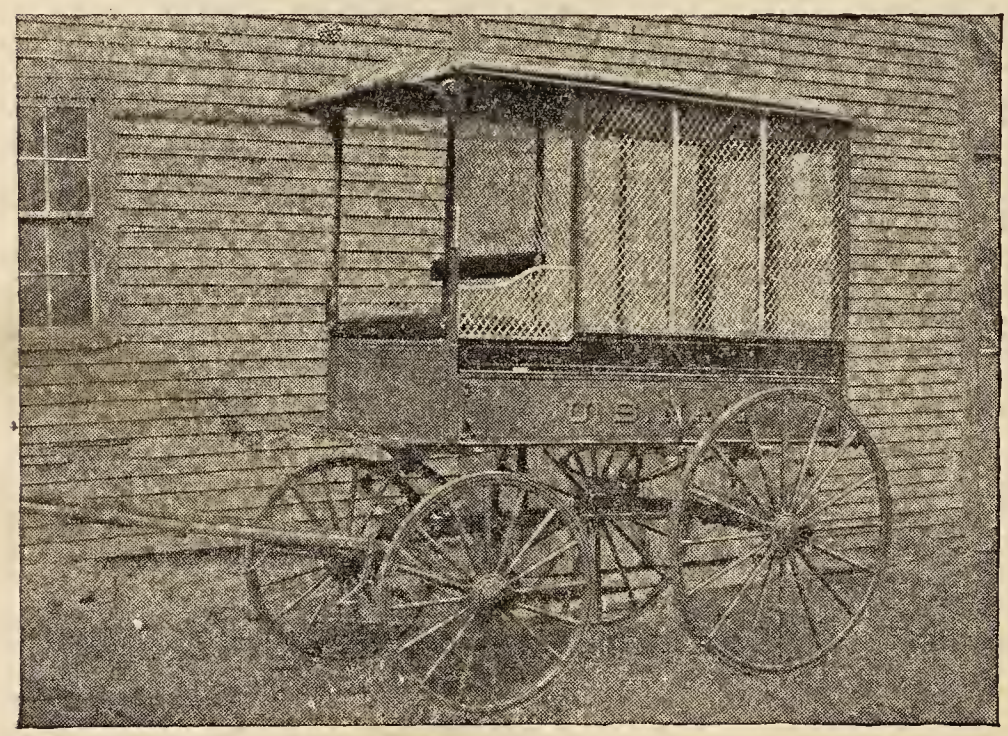


FOR THE REGULATION WAGON SERVICE.

vided with waterproof curtains. The regulation wagon service costs perhaps half a million dollars annually.

The sub-contractor does not complain much of the hardships which the professional "star router" puts upon him. He has taken the work to do at the given figure and knows that he must perform it or lose his pay. Nor does he complain much of the difficulties and dangers of wind and water. He provides himself with the kind of clothes required to protect him, and in the wilder regions, of course, goes armed. There is nothing timid nor particularly gentle about the mail carrier. No doubt he is provided in the first place with ample store of brawn and courage, and he almost always feels an additional determination not to be interfered with, especially with his added importance as an agent of the Government.

One hears thrilling stories of the bravery of these hardy fellows. In Johnson County, Wyoming, the seat of the Rustler cattle war, Contractor Stringer had been unable during the winter to carry the mail across the Big Horn Mountains from Buffalo to Ten Sleep. In the belief that the summer season was sufficiently advanced to allow the trip to be made, he started from Buffalo on a strong saddle horse and with four mules packed with mail pouches. Twenty-five miles of hard travelling brought him to an emergency cabin with his stock completely played out. Here he placed some mail on a toboggan, and, strapping on a pair of snow shoes, made another start for Ten Sleep. In about fifteen miles one of the snow shoes was broken. The nearest haven was Stringer's own ranch, twelve miles distant. He was five days getting to it. Most of the way he crawled on his hands and knees. With hunger and exhaustion he was all but dead. Resting three days at his ranch and making a new shoe, Stringer returned to the station for the abandoned stock and mail, and in a week put the mail through to Ten Sleep.



THE SCREEN WAGON.

The women are self-reliant and determined also. Mrs. Clara Carter, of West Ellsworth, Maine, drives the mail coach from that place to Ellsworth, seven miles away. A Lewiston *Journal* correspondent, who recently made the trip with her, saw her deliver twelve packages and as many letters, besides several papers, along the route, attend to errands and look after two passengers, all in an hour and twenty minutes. This energetic woman rises early in the morning, does the cooking for five in the family, starts at 7 for the city with the mail and numerous errands that are

given to her without memoranda. She returns at noon, gets dinner, goes to the blueberry fields and picks ten quarts of berries or more in the afternoon, and in the cool of evening does the family washing and ironing and other household tasks. This amount of work she performs six days in the week, varying the routine in the afternoon, out of berry season, by sewing for the family. She finds time, too, to play on the parlor organ an hour or more in the evening, or to entertain visitors.

There is a brave little woman mail carrier in Oregon. She travels from the head of navigation on Siuslaw's River over the Coast Range Mountains, and then follows the river through Hale's post office within fifteen miles of Eugene City. Her route is twenty miles long, and right in the heart of the mountains. She carries the mail night and day, and fears nothing. She rides horseback and carries a revolver. Miss Westman is a plump brunette, twenty-two years old. Her father and uncle operate a stage line. At Hale's station the young woman meets her father and takes the mail from Eugene City. Miss Westman has never met with a mishap. On one of her trips last year she found three good-sized bears in the road, right in front of her. The horse became frightened, threw his rider to the ground, and ran back. Miss Westman started after the runaway, remounted, and rode right through the savage line, and, strange to say, she was not attacked. Some friends later went to the place and killed the bears. On another occasion Miss Westman met two bears, but they did not molest her.

Another brave woman carries the mails in the gold mining country of Okanogan County, Washington. A recent visitor to that neighborhood, Mr. John F. Plummer of New York, rode in stages and wagons, and tramped three hundred and fifty miles away from the railroad and back, over stage routes and trails, near the Canadian border line. At a station, called Malott after the first settler in the locality, the party stopped for food, and were entertained by Mrs. Malott, and especially by her very interesting daughter, who carries the mail on horseback sixteen miles a day.

Not so very long ago (but it is a rare thing now) the mail carrier had to fight the Indian. The story of Danny Redmond, the rider on the Sunset Trail, is told by a writer for the Chicago *Inter Ocean*.

The Sunset Trail wound its way over the dreary plains of Kansas,

across the Cimmarron, and on and on into the great State of the Lone Star. But Danny's route only extended to Crooked Creek, a town consisting of a grocery store. At this time the population of Ford County could have been easily corralled on a quarter section, and had comfortable standing-room at that. Danny was an apostle to these lone settlers, and only one who has experienced the appalling loneliness of existence in those thinly peopled plains, where you can



MISS MALOTT,
Who carries the mail sixteen miles a day in Northern Washington.

see your next door neighbor's shanty on clear days only, can realize the joy with which they heralded this blue-eyed, brown-haired bunch of turbulence.

"Two o'clock," would comment some unkempt denizen, consulting the sun. "Danny'll be here in ten minutes."

They would look till their eyes ached afar to where the Sunset

Trail tipped over the roll of prairie at the horizon. Soon their watching would be rewarded, and steadily and swiftly would the bay mare Dolly bear her rider down the trail in that swinging, indefatigable gallop of the mustang.

Perchance some settler coming into the post-office would jog in the path that Danny chose. "Git out o' the way of the United States mail!" would come the warning, and he would prudently "git" to the other side of the road, for Danny could and would shoot, and, besides, didn't he have every one of those fellows down at the office to stand at his back to the last shot?

How longingly and expectantly those eager pioneers would watch the letters distributed! Though, perhaps they had no grounds for expecting a letter, yet their hope did not sink until the last one was put away.

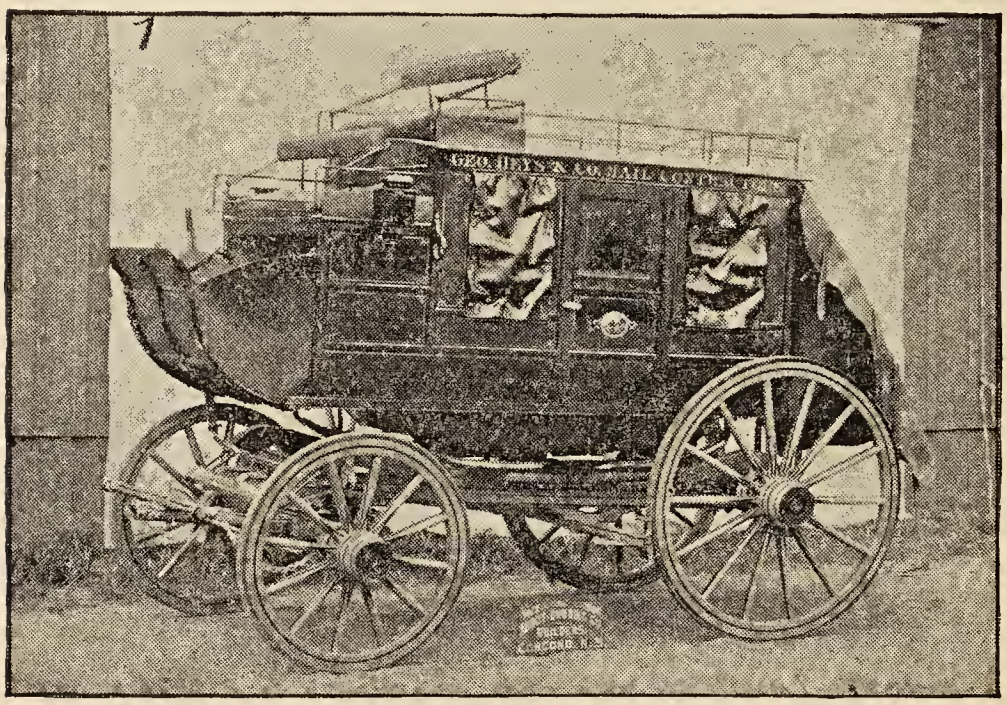
Then the return mail would be made up and at the exact minute Danny would vault into the big Mexican saddle — almost as big as he and Dolly — and with the all-potent mail he would recommence his long ride, never stopping as he tried a shot at some unwieldy rattlesnake that had dragged its mottled form out on the trail to loll in the sun, who would not be able to wiggle into the tall grass ere the United States mail was upon him. Along the route the settlers would come out of their shanties half bent and wave their sombreros and cheer the buoyant rider.

Wabash was the only stop. It was of the same importance as Crooked Creek only there were two houses instead of one, or rather a double house; for the owners of the claims that joined up there occupied a shanty of two compartments, one on each claim. Somehow or other the scamp would sit straighter in the saddle and pull Dolly's head up higher when they approached Wabash and a pretty little peach of a girl would come out and chat with the carrier while her spectacled father's attention was riveted on the letter packages. Dolly would probably think that Danny was getting rather weighty on one side as he bent low in the saddle dangerously close to that pink sun bonnet. And the scoffing gopher that sat up conveniently close to his burro would wonder for what reason a fellow would want to bite a pretty girl like her. But Rosie didn't seem to mind the punishment a bit. And I fear Danny would fain have lingered longer at the unprepos-

sessing post of Wabash but — the United States mail must be carried on.

Night would fall ere he crossed the dark Cimmarron and on the auspicious nights the moon was well up in the sky when he rode with a whoop and halloo, that stilled the howling of the coyotes, into Fort Dodge — the journey done.

One day a cowboy came into the fort with a jaded mustang and a slash across his cheek, and reported that he had been chased by a band of Arapahoes. Those children of nature had grown insolent with well feeding and little work. They often became thus at irregular intervals, and, breaking from the reservation, swept north upon the scattered settlers of the plains.



FOR THE STAGE LINES OF THE FAR WEST.

Danny was preparing to start upon his route when the news came.

"You oughtn't to go, Dan," they said, "for they'll strike right up the Cimmarron like they allays do, and more'n likely fall afoul o' you. If you do your scalp'll dangle from some red nigger's belt before mornun'."

"I'm not skeert," replied he, settling himself in the saddle, "and besides, the folks at Wabash and the Crick ought to be warned. And you know the mail has to go as long as it's anyways possible."

The spur touched Dolly's flanks more often than usual, but she kept up bravely, and Danny clattered into Wabash, ahead of time. Imparting the alarming intelligence to old man Beck, the postmaster, and cautioning him to get the family ready and start for the post without further delay, he rode on toward Crooked Creek.

Danny clinched the saddle tighter and looked to his weapons ere he mounted for the home spurt. He was not afraid. Had he been

a coward he would have remained safely at the fort. But an ominous dread fell upon him as he thought of the dark Cimmarron.

He arrived at Wabash and looked in at the open door of the Beck and Lartan households. Everything was topsy-turvey as left in the hurry of departure.

"Well, Rosie is safe anyway," he confided to Dolly with a sigh.

Their flying shadows grew longer and longer, and finally night dropped on the plains. Before him loomed the Cimmarron. He could see the misty vapor rolling up like smoke.

"If they're anywhere they'll be down there," he mused. "They'll want to lay along the trail, and catch some of the settlers making for Dodge. Wonder if I hadn't better cross further down?"

It was a good idea, and he turned Dolly from the trail and directed his course further down the river.

The reins changed from right to left as he entered the mist, and his right fell upon the protruding butt of a revolver in his belt. A twig cracked under the horse's feet and gave the rider a start. Down into the Cimmarron they splashed. Dolly pulled at the rein.

"No, no, Doll; can't drink this time," he murmured.

He climbed the bank on the opposite side and rode out on the plain, breathing easier.

"Spang!"

Dolly bolted forward and a flame of light flashed in the darkness up the river.

"Yip-yip-yip!" It was the war-cry of the Arapahoe. With a yell of defiance he fired at the dark mass tearing after him, and bending low over the saddle horn spoke encouragingly to the horse:

"Dolly, if you ever run, do it now. You're faster thun any of them. Dolly, if you'll only try — look out for the gopher hills — that's a good horse. Whew! that one was close. Now you're gettin' down to it, Dolly. We'll beat the red devils yit. On, Doll. Remember, we've got the mail, and it must be saved. Here's the trail. Now see how fast you can run. Ouch! O God, I'm hit, and hit home at that. It's all with you, Dolly! it's all with you."

And he clung to the saddle horn and gave the mustang free rein. She ran like a frightened antelope, hardly seeming to touch the ground, while Danny with closed eyes and clenched teeth clung to the saddle horn with the desperation of death.

"Halt! Who comes there?" challenged the guard, as a horse and rider came into the fort.

"The United States mail," came the faint reply, and Dolly galloped up with blood in her nostrils and blood on her flanks, quivering like an aspen.

"Dan, are you hurt?" asked the soldier, lifting him from the saddle.

"I'm hit dead," he replied, with a moan. They carried him into the barrack room, and the surgeon was summoned, but there was no hope, he said. Soon the news spread to the camp, and the rough soldiers and fugitive settlers gathered around him, watching with breathless interest for the end to come. A girl came pushing her way through the crowd, wringing her hands in agony. She bent down and took the sufferer's hand.

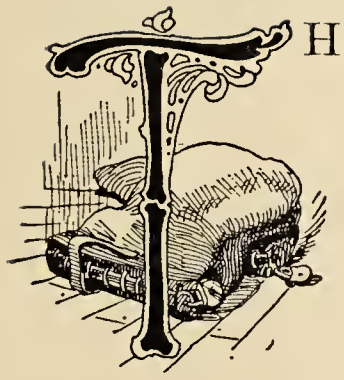
"Rosie," he said, with a pained smile. "I'm a goner, I guess. Good by, Rosie; you can have Dolly, and take care of her, for she did all she could to save me. Good by, boys, — Yonder's — the Cimmarron. That's a good horse, Dolly."

"Delirium," said the surgeon gravely.

"Get out of the way — of the — United — States — mail —"

That was the end. The mail was safe, but the carrier was dead.

HOW A LETTER TRAVELS.



HE Bureau of the Railway Mail Service, the largest and most important in the office of the Second Assistant Postmaster General, has charge of the movement of mails over all railroad routes, determines what trains shall carry the mails, directs the dispatch, distribution, and separation of mail matter in railway post offices and the principal post offices, conducts the weighing of mails when ordered, prepares the orders for appointment, removal, promotion and reduction of postal clerks, has supervision of the discipline of the employees of that branch of the service, and conducts the correspondence relating to these matters. This branch of the Department has a general superintendent in immediate charge who, with the assistant general superintendent, has his headquarters in the Department; but in order to supervise the innumerable details of such an extended service, it is necessary to have division superintendents, each in charge of a certain quarter of the country. At present there are eleven division superintendents with headquarters respectively in Boston, New York, Washington, Atlanta, Cincinnati, Chicago, St. Louis, San Francisco, Cleveland, St. Paul, and Fort Worth; and these have chief clerks, stationed in other important cities.

"The travelling postal car," said Postmaster General Wanamaker once, "though a familiar sight, has but few real acquaintances among the people. It thunders on day and night, over every railroad, full of bustling clerks, taking up sacks of mail, sorting them between stations, and laying them down at proper destinations. Over six thousand men, full of intelligence and pluck, are on their feet swinging to the motion of the train, exposed to danger, deprived of their homes, making ready tons of letters and news-

papers for quick deliveries. The railway mail is the spinal column of the service."

"Railway postal clerks," writes Mr. George B. Armstrong of the Chicago *Evening Post*, son of the George B. Armstrong whose persistent genius caused the railway post office system to be established, "are the most intelligent men in the Department. Theirs is no perfunctory labor. It is intellectual effort, if not of the highest, then of a high order. There is no creative talent required, but a memory whose tenacity shall equal the jaws of a sturdy bull dog."



THE PONY EXPRESS — THE RELAY.

Yet the general public knows almost nothing of the railway postal car. One sees the post office clerk, lives a neighbor to him, quarrels with him, perhaps, because he cannot do everything in no time. But the railway postal clerks are travelling almost always, except when they are sleeping. They are separated from their families, they work at night cooped up in cars; yet they handle everybody's mail, expedite it hours and days with singular quickness, accuracy, and honesty. They perform, in short, the most arduous as well as the most important part of the postal work. The inspectors are the eyes and ears of the service; the railway postal clerks the deft, brain-trained hands.

Even the largest figures that can be quoted out of the records of the Department fail to give a notion of the magnitude of the railway mail service. The 6,400 postal clerks traverse 160,000 miles of railroad. They actually distribute mails on over 140,000 miles (the service on the rest is performed by means of closed pouches, carried by lines upon which no distributions are made). The rolling stock of the railway post office lines consists of over 500 whole cars in use and over 100 kept in reserve. 1,800 apartment cars are in use and over 500 are kept in reserve. So that the total number of cars under the control of the Department is almost 2,000. The number of cars in use or in reserve increases at the rate of over a hundred yearly. The departmental report for 1891 recorded that nearly 8,000 miles of additional railway post office service had been established, 1,300 miles in the Pacific Coast States, 3,500 in the other Western States, 2,400 in the Southern States, and about 1,000 in the Northeastern States. At Chicago 145 mail trains arrived and 144 departed daily; at Cincinnati the numbers were 70 and 73; at St. Louis 65 and 72, and at St. Paul 75 and 74. The increase in the number of pieces of mail distributed by railway postal clerks is constant, and the decrease in the number of errors is equally marked, as the following brief tables show:

For the fiscal year ended June 30, 1890:—	
Number of pieces distributed	7,865,438,101
Number of errors	2,812,574
(Or one error for 2,797 correct distributions.)	
For the fiscal year ended June 30, 1891:—	
Number of pieces distributed	8,564,252,563
Number of errors	2,042,049
(Or one error for 4,194 correct distributions.)	

The fiscal year ended June 30, 1892, also showed a remarkable improvement. The number of pieces handled was 9,245,994,775, and the number of errors 1,691,389, or one error in 5,466 pieces handled!

It shows how hard the men try and how well they succeed. They are obliged to try and to succeed, for during an average year 15,000 "case examinations" are held, at which 15,000,000 cards are distributed; and the average per cent. correct is 93 or higher. And the railway postal clerks correct the errors, supply the watchfulness and brains, even, of the great public. For they withdraw from railway

post offices in a year and forward to designated post offices for treatment perhaps 8,000,000 pieces of matter imperfectly addressed; and under this treatment more than 2,500,000 pieces are returned to



LOADING FOR THE FAST MAIL AT NEW YORK.

writers, and two millions and a quarter are corrected and forwarded to addressees. This keeps out of the Dead Letter Office almost 5,000,000 pieces of mail matter. And the number of errors made by the public, as shown by the record, exceeds

those made by the railway post offices by over 5,000,000 annually!

At the head of the Railway Mail Service is Capt. James E. White of Chicago, a gallant Iowa soldier, a clerk under Armstrong as early as 1866, and for a long time division superintendent of the Railway Mail Service at Chicago. The assistant general superintendent, Mr. William P. Campbell, is also a Chicago man. He entered the service in 1868, and was for a long time General Superintendent Armstrong's secretary. Hardly a man in the service is more accomplished than he. The chief clerk of the service is Mr. Alexander Grant, a Michigan man. He was a clerk in the service for a long time. He is now accounted one of the most popular fellows in Washington, as he is surely one of the most efficient of the postal officers. Captain White's room is on the second floor at the Seventh Street side of the Department building. Mr. Campbell spends much of his time in the very important work of examining personally the railway service in various parts of the country. In the room next to Captain White is Mr. Grant. Routine exactions keep him in Washington most of the time.

Take a letter mailed in the post office at Exeter, New Hampshire, and addressed to some person at Elk Lawn, Siskiyou County, California. It is to go from the foot of the White Mountains to the shadow of Mount Shasta. The mailing clerk in the post-office at Exeter places this letter in a package marked "Western States." The package is enclosed in a pouch sent from the Exeter office to the mail car running from Portland to Boston. The clerks upon the line, upon opening this pouch, take the package in which the letter for Elk Lawn has been placed and distribute it in what is called the "Western Case," which contains the separations for the Western States and Territories. This is for the purpose of getting together all mail for Oregon, Washington, California, and Nevada. These packages, when "tied out," are placed in a pouch at Boston, and sent to the postal car at the Boston and Albany Railroad station. The pouch is taken direct from one depot to another by a messenger who contracts to transport the mails between the depots and the post office in Boston. Sometimes the time is so short between the arrival of one train and the departure of another that if the pouches had to go to the post office they would miss the train and be delayed



THE TRANSFER OF MAIL AT THE GRAND CENTRAL STATION.

from six to twelve hours. This is where the mail messenger service comes in.

The package marked "Western States" has been "stated," as they say. The clerks take these packages to a case where each box is designated by a state, and they separate all that mail. This separation is completed on the Boston and Albany line before the train reaches Albany, and the mail is put in a pouch marked "No. 2 West." It is marked "No. 2," because it is the last matter that the clerks have to handle. "No. 1" is the immediate mail to New York and is worked first. "No. 3 West" (for sometimes they have a "No. 3") would be mail for Michigan and the intermediate states. The Boston and Albany usually has enough mail to make up one pouch for Ohio, one for Michigan, and one for Indiana.

At Albany the Boston and Albany car is run up alongside the postal car of the New York and Chicago line, and the mails are transferred from one line to the other in short order by the postal clerks and railway men. This connection at Albany is made four times a day. After the mail train has left Albany, the clerks in the New York and Chicago railway post office open this pouch that we have followed, and separate the packages. California, Oregon, and Nevada are put in different sacks, a sack for each state. There is matter enough for that. The mail for California on this particular line between New York and Chicago is distributed between Albany and Syracuse. The mail for the southern part of the state, as for Los Angeles and San Diego, is separated from that for the balance of the state in order that it may be forwarded from Cleveland or Toledo, by St. Louis, Kansas City, and Albuquerque. The mail for the main portion of the State of California continues on the New York and Chicago line and beyond to Sacramento, and our particular letter for Elk Lawn would be put by the clerk running between Albany and Syracuse in the package marked "Ogden and San Francisco, Cal."; and this package is not opened until it reaches the clerks running between these two points. The mail for the southern part of California is put up in packages as indicated above. The mail for upper California is not handled between Syracuse and Ogden, except as it crosses Chicago in a pouch. The pouch is transferred at Chicago, of course, from the New York and Chicago postal car to the Chicago and Omaha. Seven or eight two-horse loads are carted

across the city in this way at each transfer. The New York and Chicago train, indeed, is made up of six postal cars, each sixty feet long, all jammed full.

But to take up our Exeter letter again. At Ogden the pouch



POUCHING THE MAIL.

which was made up on the New York and Chicago line between Albany and Syracuse is opened and the mail is distributed again. The letter for Elk Lawn is placed in a package marked "Portland and San Francisco, No. 2." The package mailed for the first stations on this line, those, say, between Sacramento and Red Bluff, are marked "No. 1." This specialization of the work is to enable the

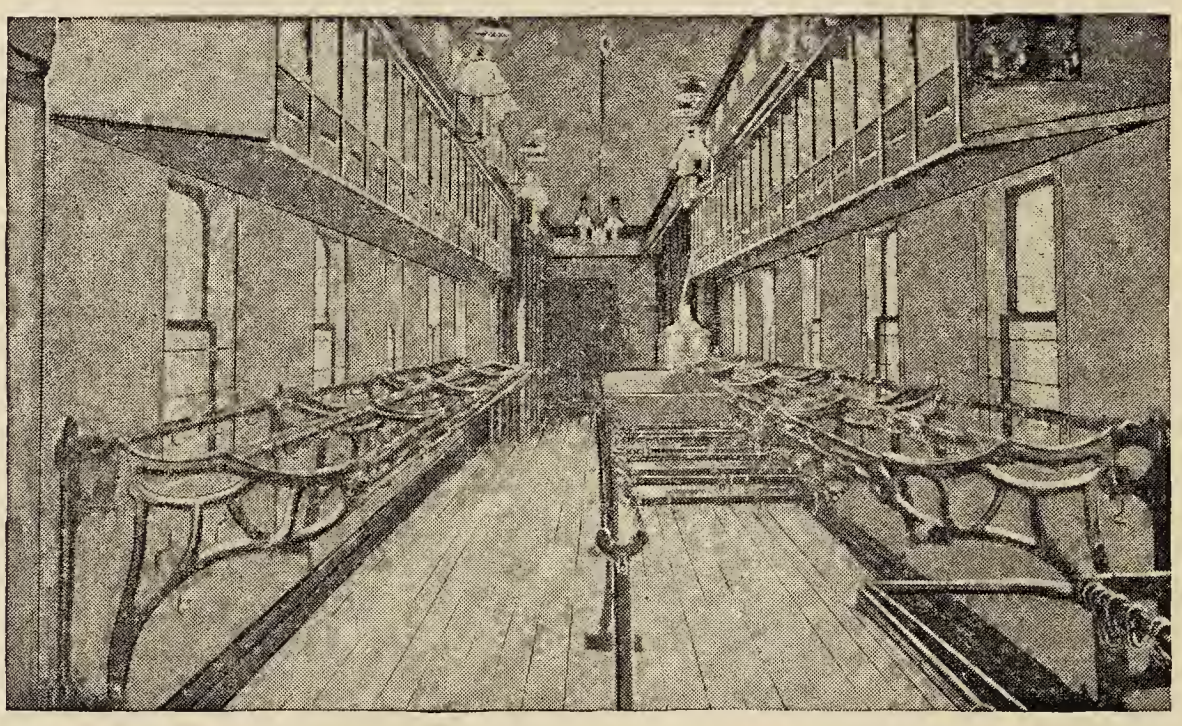
clerks to complete their distributions before passing the first important stations. In making the distributions of mails (a simple separation, such as is made of California mail between Albany and Syracuse), the clerk is required to make direct packages for all cities for which he finds sufficient mail to make it an object: for instance,



DISTRIBUTING THE MAIL BY STATES AND ROUTES.

for San Francisco, Sacramento, Stockton, San Jose, Los Angeles, Santa Barbara, and San Diego; for where there are five or more letters for one office they are tied up separately. Elk Lawn is a very small office, and ordinarily there would not be enough mail for it to require it to be made up separately. Consequently our letter is put in what is called the "road package." The clerks of

the Sacramento and Portland line put the letter to Elk Lawn in a special package marked "Sisson Dis." and this package is put off at Sisson station. "Dis." means distribution, and the Sisson postmaster is to dispatch, by side or star routes, the letters embraced in the package which he has received, to their various destinations. He makes up the letters for Elk Lawn and puts them in a pouch



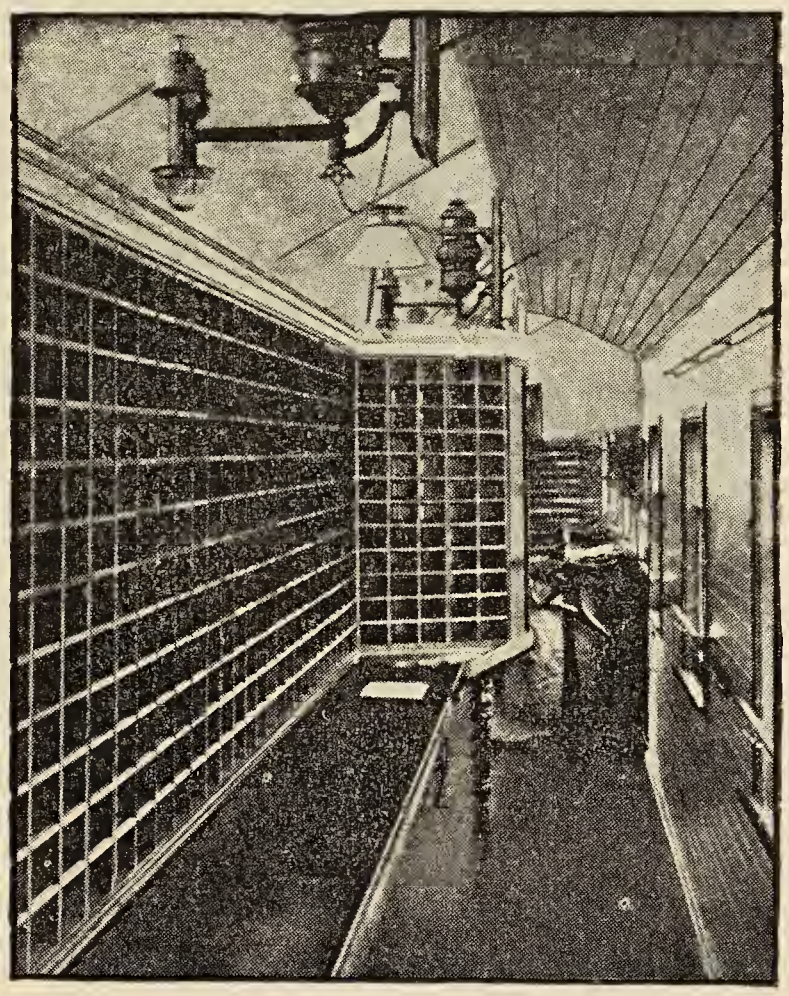
THE INTERIOR OF A POSTAL CAR.

with packages for other stations along the stage route, and sends them out three times a week. The pouch is overhauled at every post office on the stage route, and the letters that are left go on in turn to their destinations. The stage drivers used to complain that it delayed them at many of the post offices to wait for postmasters to pick out from the general batch the letters intended for their offices, and hence the recent order of the Department that the postmasters at distributing points like Sisson should "tie out" the little packages of letters intended for offices on the radiating routes.

So the Exeter letter reaches Elk Lawn. It has been handled in all these postal cars by all these clerks, and has travelled all these three thousand miles and more. But the time has not been so very good. The connection is not close at Boston, nor is it possible to have it always close at a place like Sisson. But the division superintendents and the chief clerks of the Railway Mail Service, under the direction of the General Superintendent and the Second Assistant Postmaster General, are always studying how these connections

may be made better, and contractors in almost innumerable instances, and railroads even, have rearranged their schedules in order that all the boundless, intricate network of transportation lines of all sorts may be made a regularly, closely interwoven warp and woof, and not mere shreds and patches. With the unvarying increase in routes and post offices, the tasks for the railway postal clerks to learn become harder and more numerous. But probably more than a thousand of these sharp fellows could sit down and recite the detailed travels of a letter, flying as if with wings from any edge of the country to any other over dozens of different post routes.

"The New York and Chicago Fast Mail" has been passed over in the above description with scanty notice. The finest train leaves New York at nine at night. "It must not be supposed," writes ex-Postmaster General James, in one of his graphic articles in *Scribner's*, "that everything has been left until the last moment and that the mail-matter has been tumbled into the cars on the eve of departure, to be handled as best it may in the short run to Albany; for under such conditions the task would be an impossibility even to an army of trained hands. Work has been in progress since four o'clock in the afternoon, and it has been steady, hard labor every minute of the time. The five cars have been backed down to the tracks opposite Forty-Fifth Street, and have been so placed that they are convenient of access to the big lumbering mail wagons which are familiar sights in the streets of the metropolis. The crew of nineteen men, skilled in the handling of mail matter, and thorough experts in the geography of the country, reported to the chief clerk



CASES IN A POSTAL CAR.



A VERY DIFFICULT ADDRESS — KNOWN AS "A STICKER."

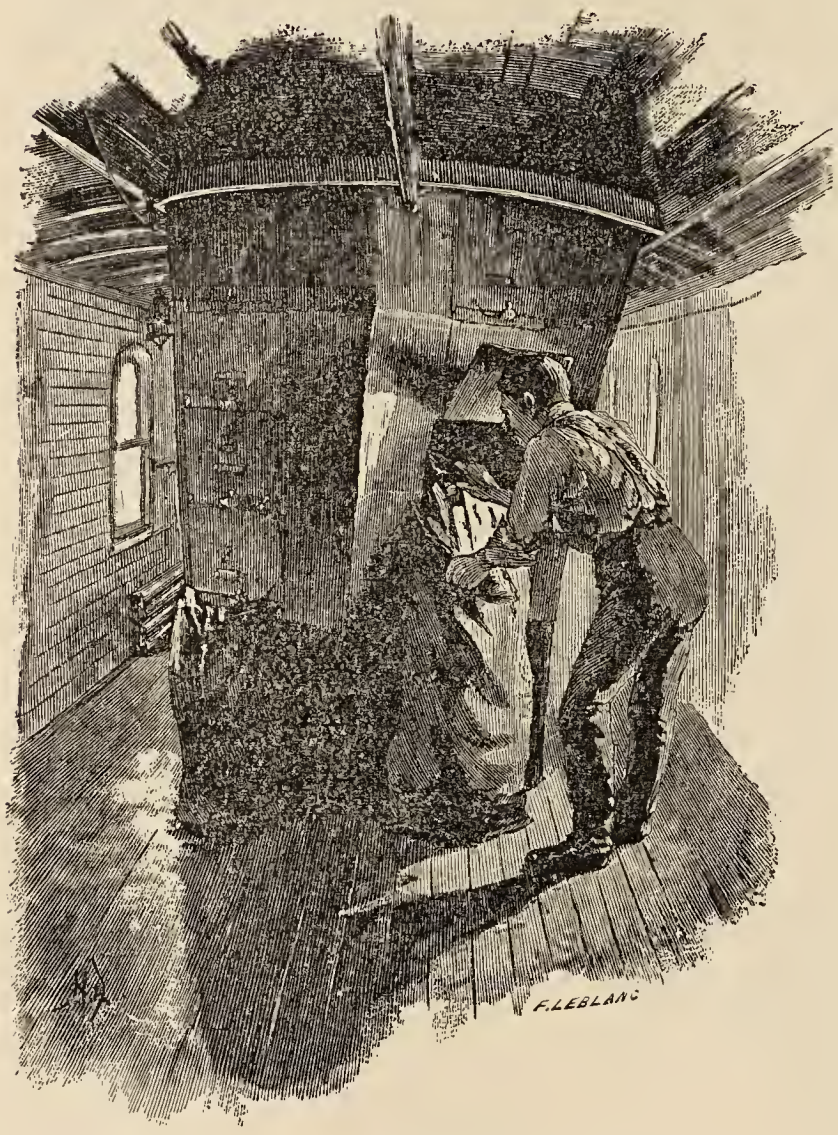
and took up their stations in the various cars at the hour named. At the same time the wagons began arriving from the general post office with their tons of matter which had 'originated' in New York, and were soon transferring their loads to the cars, where agile hands were in waiting to receive them.

"Before we deal with the mail matter, let us look at the cars and the men who occupy them. The train, as it leaves New York, is made up of six, and sometimes seven cars which are placed immediately behind the engine, and are followed by express and baggage

cars and one passenger coach. The car next to the engine is devoted entirely to letter mail, and the four following it to papers and packages. The letter car is fifty feet in length, while those for the newspaper mail are ten feet longer. All are uniform in width, nine feet eight inches, and are six feet nine inches in the clear. When newly built, before long and hard service had told on their appearance, their outsides were white in color with cream tinted borderings and gilt ornamentations, and were highly varnished. Midway on the outside, and below the windows of each car, is a large oval gilt finished frame within which is painted the name of the car with the words, ' United States Post Office ' above and below. The cars used by the New York Central are named for the governors of the State, and the members of President Garfield's cabinet. Along the upper edge and centre are painted in large gilt letters the words, 'The Fast Mail Train,' while on a line with these letters at the other end, in a square, are the words in like lettering, 'New York Central ' and 'Lake Shore.' The frieze and minute trimmings around the windows are of gilt finish. The body of the car also contains other ornamentation, including the coat-of-arms of the United States. The running gear is of the most approved pattern. The platforms are enclosed by swinging doors which when opened afford a protected passage between the cars. This arrangement, no doubt, suggested the modern improvement now known as the vestibule train. The letter car is provided with a 'mail catcher,' which is placed at a small door through which mail pouches are snatched from conveniently placed posts at wayside stations where stops are not made. Each car is divided into three sections, all fitted up alike with conveniences for the service to be performed. The letter car, however, is somewhat differently arranged from the others, to meet the requirements of that particular branch of the work.

"In the first section of the letter car are received the pouches from the general post office, which when opened are found to contain letters done up in packages of about one hundred marked for Michigan, Indiana, New York, Ohio, Western Pennsylvania, Montana, Dakota, and California. When this mass of matter has been emptied out of the pouches, and, in the vernacular of the service, ' dumped up ' preparatory to distribution, the section is clear for the registered mail which is worked in it. Before this is accom-

plished, however, much work is done; in fact, a sort of rough distribution is made. All packages which are directed to one office are distributed into pouches, which are afterward stored away until the towns are reached. The other packages are carried into the letter department for distribution, where a rack, similar to those seen in almost every post office, although space is thoroughly economized, is used for the purpose. To give a slight idea of the work done in this section it may be mentioned that the distribution for New York State alone requires 325 boxes. Still there is plenty of space, otherwise the third section of the car would not be used, as it is, for the distribution of Montana and Dakota newspapers. How closely everything is packed and all available space utilized may be imagined when it is stated that for this newspaper mail ninety-five pouches are hung in the section, and that there is still sufficient room for the storage of pouches locked up and ready for delivery, and also for the sealed registered mail. A separation of the California mail is also made in this car, so that when it reaches Chicago the pouches into which the matter is placed are transferred without delay, thus saving twenty-four hours on the time to the Pacific Coast, not by any means an unimportant accomplishment.



POUCHING NEWSPAPERS FOR CALIFORNIA IN CAR NO. 5.

"There have been received in this car before it moves out of the Grand Central station, between 1,000 and 1,500 packages of letters, and in addition forty or fifty sacks of Dakota and Montana papers. To handle this mass of correspondence there are six men in addition

to the clerk in charge. The second clerk handles letters for Ohio, Dakota, and Montana; the third clerk takes charge of those for New York State; the fourth, Illinois; the fifth opens all pouches labelled, 'New York and Chicago Railway Post Office,' distributes their contents, and afterward works on Dakota and Montana papers; the sixth, Michigan State letters, and the seventh, California letter mail.

"The second, or 'Illinois Car,' is devoted, as are the others which follow it, to the newspaper and periodical mail. In it are handled papers for Ohio, Indiana, Illinois, New York, Oregon, and Wyoming. Two clerks and two assistants man this car. The first assistant, who 'faces up' papers ready to be distributed, draws mails from stalls to case, and removes boxes as fast as they are filled, has gained the soubriquet of the 'Illinois derrick,' owing to the heavy nature of his duties. The second, who lends what aid he can in the heavy work on the run between New York and Albany, has become known on the train as the 'short stop.' The third section of the car is used for storing the bags of assorted matter.

"The third car is used for storing through mail for San Francisco, Omaha, and points west of Chicago. In it are also carried stamped envelopes from the manufacturer at Hartford, Conn., to postmasters in the West. This car is frequently fully loaded with matter from the New York office when the journey is begun. The Michigan paper car is the fourth. In it are handled papers for Michigan, Iowa, and the mixed Western States. In the first section are piled the Iowa pouches and those for points out of Utica, which have been distributed in the centre section, and in the third section the distribution for Michigan, Nebraska, and Minnesota, as well as for points reached from Buffalo, is made. Two men perform the work of the car, one of whom has already handled all registered mail and Indiana letters in the first car.

"The fifth, or California paper car, is the last mail coach on the train, as it is made up when leaving the Grand Central Station. Besides the papers for the Golden State the car carries through registered pouches to Chicago and the West, which have been made up in New York office, and, as a usual thing, a large lot of stamped envelopes for postmasters in the West. The California letter man from the first car looks after the papers for the same state, and has

an eye to the safety of the car. On reaching Albany another car is added to the train, making six in all from that point. This last addition comes from Boston, brings the morning mail from Bangor, Me., and is manned by four men.

"The run to Chicago for post office purposes is divided into three



MAILING A LETTER AT THE LAST MOMENT.

divisions; from New York to Syracuse, from Syracuse to Cleveland, and from Cleveland to Chicago. Each division has its own crew, so that the men leaving New York are relieved at Syracuse by others, and these in turn at Cleveland. The New York crew go to work, as has been said, at 4 P. M., and if the train is on time at Syracuse, as it usually is, they arrive there at 5.35 A. M., after thirteen and a half hours of as hard work as men are called upon to do. The same evening at 8.40 they relieve the east bound crew,

and are in New York again at six o'clock on the following morning. Half an hour later they are to be found on the top floor of the general post office building, comfortably ensconced in bunks in a large and airy room, provided as a dormitory for their use by the postmaster of New York at the time of the inauguration of the fast mail service. Each crew makes three round trips and is then laid off for six days, but its members are all this time subject to extra duty which they are called upon to perform with unpleasant frequency, particularly in holiday times."

A Chicago *Tribune* man travelled to the Pacific Coast and back not long ago in mail trains. He covered 6,110 miles in fifteen days; and this with a stop-over of a day and a half in San Francisco, a day in Portland, two days and a half on Puget Sound, and a day at the Great Shoshone Falls. The actual time spent on the mail trains was nine days, or, by exact calculation, 214 hours, which gives an average run, including all stops but those mentioned, of 650 miles a day. If Nellie Bly or Elizabeth Bisland had kept up such a pace they would have made the circuit of the globe in thirty-seven days. If they had gone as swiftly as the mail does between Chicago and San Francisco, and Chicago and Portland, they would have made the circuit in thirty-four days.

To make such time and make it daily, as is continually done, the speed must be continuously high. No loss of time can be allowed in ascending the Rockies and Sierras on the way to San Francisco or the Rockies and Cascades to Portland. Two engines are therefore provided on the steeper up-grades, and the light mail trains are carried up the long acclivities at a rate rarely under thirty miles an hour. In descending the mountains the fastest possible time consistent with safety is necessary. A mile a minute is commonplace, and fifty-eight seconds is enough on straight stretches of track. The mail trains between Portland and Green River, a distance of 957 miles, make better time, in spite of the mountains, than any limited express or mail train running in or out of New York a like distance. In travelling the immense distances covered by the transcontinental roads delays are, of course, unavoidable on almost every trip. But the mails must arrive at the great distributing points along the lines in time to meet the mail trains of connecting roads. Not to do so may make the mail of a whole state or even



CATCHING THE POUCH FROM THE CRANE.

several states twenty-four hours late. Such delays as occur must, accordingly, be made up.

So passengers on the fast mail learn what rapid travelling is. A delay of half an hour has been caused by a hot journal at some point in the alkali desert of Nevada. The traveller's first sensation on getting off at a clipping pace is one of joyous relief. In a few minutes he finds himself holding with both hands to his seat and longing for rest even in the midst of the biting dust of the plateau. He learns that the time lost must be regained in the one hundred

miles, and unless he has the resignation of a philosopher he will discover that his nerves are badly unstrung at the end of the run. One remarkable run was made on the Oregon Short Line from Soda Springs, Idaho, to Grainger, Wyoming. Owing to a freight wreck the fast mail was fifty minutes late at Soda Springs. It was necessary to make up every minute of the loss before reaching Grainger in order to connect at Green River, fifteen miles further on, with the east bound fast mail from San Francisco. Division Superintendent Green stepped aboard at Soda Springs to see that the engineer did his duty.

The run began at once in earnest. A winding track of 146 miles had to be ridden over in fifty minutes less than the new schedule time, and the new schedule time was lightning. The track lay at first along Ham's Fork. The valley was broad, the curves moderate, and the imposing snowy mountain scenery on either side diverted the attention of the passengers from the speed. But the indicator kept a register of what was going on, and the record showed that each of the first fifteen miles was made in fifty-seven seconds. In forty-four minutes forty-six miles had been travelled, and the curves had kept getting sharper.

When the track struck the Black Fork and began to follow its writhing course, the passengers realized that they were making a phenomenal run. Not one dared move from his seat. He was moved about in it enough. The wonderful sphinx-like buttes which rose from the cliffs of the Black Fork, as it passed into the Green River, the unrolled scroll of mountain tablelands in the distance, the soft touch of the setting sun on the snow-covered peaks — scenery had no interest for the passengers. But when the train drew up at Grainger a minute ahead of time the passengers went forward and gave three hysterical cheers for the engineer.

A letter sometimes wanders all over this country, wanders around the world, in fact, eagerly searching for its destination. It is sometimes maintained that the Post Office Department practises too much care and patience in such cases. Mr. Robert J. Burdette tells a story about a draft that he enclosed in a letter and sent to Bryn Mawr, Penn. He himself left for California. He says:

"The letter went to Bryn Mawr, a distance of 850 miles, and found that my correspondent also had gone to California on a wedding journey. The letter was

forwarded to Los Angeles, 3,000 miles, on January 10. The bridegroom had left the city of Our Lady of the Angles and drifted into the Yosemite region, and after vainly advertising for him, the letter went, on the 19th of January, to the Dead Letter Office in Washington, 2,879 miles. The final obsequies were deferred by the Government coroner and the dead letter was sent to Champaign, in search of its father, on the 26th of January, 800 miles. On the 24th of February it winged its weary way back to the Dead Letter Office and asked for Christian burial. But the young lady who reads all the languages that were ever written, and a great many that can't possibly be spoken, who has a way of finding where a letter wants to go, when the man who wrote it hasn't the remotest idea where his correspondent lives, sent it to Brooklyn on the 13th of March, if haply it might find me. Two hundred and twenty-eight miles for nothing; the letter deadheaded back to Washington, same distance both ways, and again knocked at the cemetery gate. But the fair prophetess believed there was life in the wanderer yet, and she sent it to Bryn Mawr May 10, 148 miles. Finding no rest for the sole of its stamp, which is usually connected with a foot, it returned into the ark of the Dead Letter Office May 11, 148 miles again. From there it once more sped away to Los Angeles, 2,879 miles; back again after a while, it went to the Dead Letter Office for the fifth time. But the Department was satisfied that it could yet call back the departed message to life, and sent it to the writer in Bryn Mawr, where, after journeying across the continent four times and going to the Dead Letter Office and demanding burial five times, travelling in all 14,987 miles, it was finally delivered into my hands on the 13th of September. All this, fellow-citizens, for two cents, two cents! For eight months this letter had been chasing after its owner all over the United States, and never thought of getting lost."

Now and then, in spite of the regulations to the contrary, a letter goes around the world. Some time ago a citizen of Bloomington, Ill., sent a missive on this long journey, with the request written on the outside that postmasters would please hurry it along. It got as far as San Francisco. The postmaster there, being aware of the prohibitory clause in the regulations, forwarded the letter to Washington. The Superintendent of Foreign Mails promptly had the letter returned to the sender, and he informed the postmaster at San Francisco, as he has told hundreds of others, that in consequence of objections raised by the British and Hong Kong postal departments, through whose hands this class of correspondence would necessarily pass, it had been found necessary to intercept such mail matter. Under the rules of the Postal Union such matter can go around the world for one postage; and these governments concluded that the pay was not large enough for the work done to permit idle experiments for the gratification of the curious.

Before this regulation was put in force, several around-the-world letters were received at the Foreign Mails office which had made the

trip in eighty days. Once a Philadelphian was anxious to see how long it would take a postal card to girdle the world and what would be the route taken. An international postal card was purchased, and mailed in that city, addressed to the sender at his residence in Philadelphia, via New York, Liverpool, Paris, Marseilles, and Naples, with the information on the back of it that the card had been started around the world. After an absence of exactly four months, the missive reached the sender. Every post office through which the card passed had its postmark stamped upon it, and it bore evidence that every post office official throughout its entire course who handled the card took as much interest in the affair as the sender did. After leaving Naples, the card started across Italy to Brindisi, thence up the Archipelago to Venice, thence across to Constantinople, Alexandria, Cairo, and Suez, through the Red Sea, Gulf of Aden, and Arabian Sea to Bombay, thence to Calcutta, from there down the Bay of Bengal, up through the China Sea to Hong Kong, over to Honolulu, and thence across to the Pacific to San Francisco, to Denver, and to Philadelphia. The entire distance travelled by the card was between 27,000 and 28,000 miles. The Philadelphian had many imitators, and such a number of post cards crept into the British mails that protest was made; and so the practice had to be stopped.

THE WONDERFUL RAILWAY MAIL SERVICE.



THERE are about 6,400 railway postal clerks in the country all told. This number includes the men who do the actual distributing in the cars, and also men detailed at important points throughout the country, as division clerks, etc. Of the total number there are 240 detailed to offices and 260 detailed to transfer duty; and almost 5,900 are actually employed in distributions on railway lines. The fifty employed similarly on steamboat lines have regular quarters and distribute mails just as on the railroad cars.

These last are peculiar in construction. A railroad company, when it contracts to carry mails, contracts also for suitable room with proper equipment such as letter cases, paper cases, storage room, etc., for the proper treatment of the mails. When, however, the Department requires an entire car the company is entitled to additional compensation above the regular pay for transportation. The Department pays for forty foot railway postal cars at the rate of $25 per mile per annum; that is, if the line over which the car runs is 200 miles long, the company would be entitled to $5,000 a year. A fifty foot car is paid for at the rate of $40 per mile per annum, and a sixty foot car at the rate of $50 per mile per annum.

These cars are built in accordance with plans and specifications furnished by the Post Office Department, and are equipped thoroughly to fit the needs of the service upon the lines over which they are to run. The full cars are built with reference to special lines. Some of the requirements demanded on a line, say from Washington to New York, are that the car shall be fitted up with letter cases and with cases for paper distribution. Space for hundreds of separations is required. On the New York and Chicago

and other fast mail lines, the number of separations of mail run into the thousands. For all of these cars certain requirements for the safety of the men are necessary. The postal cars must be well built and extra strong.

The railroad company takes care of the cars; sees that the lamps are lighted and the fires attended to; in fact, the company takes the entire charge. They supply the cleaner. They put on a lamp man at Syracuse, for instance, who takes care of the lamps on the Central train at the necessary time. Conductors and train men are always entitled to access to the postal car if engaged in the performance of their duties.

The first duty of the railway postal clerk is, of course, to distribute the mail on the cars; and these duties naturally vary according to the line. If the clerk has a small run, on which he has to handle nothing but the mail for the offices on his own line, he has that distribution to learn first; and first he has to learn where his stations are; how far they are apart; what mail goes off at each station for each office, and whether it has to be sent into the country by stage routes. He has to make himself familiar with the rules and regulations. So far as the instructions are concerned his local distribution is in almost all cases covered during his probationary term of six months. He is examined at intervals of thirty days during these first six months. On the main lines in most of the divisions the clerk is required by the end of his probationary term to distribute accurately 1,500 offices.

When the clerk is first appointed, he reports to the chief clerk of a division superintendent; and he undergoes an examination in reading addresses on about one hundred envelopes especially prepared for that purpose. These addresses are not in any sense obscure; they are all fairly well written, much better written, in fact, than the average of letters which the clerks must handle daily. This examination gives the chief clerk or the superintendent an idea of the new man's capacity. Ordinarily a good man will read the addresses on one hundred envelopes in from seven to twelve minutes, and he will probably make from five to ten errors; that would be considered an average record. If he takes the entire time allowed, or if he makes more errors, he is below the average. If he reads the addresses on one hundred envelopes within five or six minutes, he is

above the average. In a number of cases men have failed on the reading test simply because they could not read; and a man who cannot read, and read quickly and correctly, is of no use in the Railway Mail Service.

The new clerk, having passed his first test, has a copy of the book of instructions handed to him. It is a small book comprising that part of the postal laws and regulations which is especially applicable to the Railway Mail Service; and he is also supplied with what is called a scheme of distribution. He usually has what is called "a local scheme" of his line, then a printed sheet showing the stations on his line and the offices supplied from them; or he may have a scheme of a state, as, for instance, Ohio. This scheme shows just how mail for the state of Ohio is distributed, and from what lines the offices are supplied — and whether they are stations on given lines or not. Of course, a man working in California would not have an Ohio scheme, but a clerk on a trunk line in Ohio needs a California scheme and has to make three separations of mail for that state.



CAPT. JAMES E. WHITE,
General Superintendent, Railway Mail Service.

Before the novitiate has entered the service at all, even for trial, he has been examined by the Civil Service Commission (and for these purposes examinations are held in various parts of the country), has been certified to the central office of the Railway Mail Service in Washington as one of the three men, examined for a given locality, who have taken the highest stand in the examination, and has been called for by the General Superintendent, through one of his clerks, of course, to fill a vacancy or to take an entirely new place. The classified Railway Mail Service, according to the rules of the Civil

Service Commission, embraces all superintendents, assistant superintendents, chief clerks, railway postal clerks, transfer clerks, and other employees of the Railway Mail Service. One general superintendent, one assistant general superintendent, printers employed as such, clerks employed exclusively as porters in handling mail matter in bulk, in sacks, or pouches, and not otherwise, clerks employed exclusively on steamboats, and transfer clerks at junction points where not more than two such clerks are employed, are exempt from examination. All other places can be filled only by promotion, transfer, reinstatement, or examination, as described in the civil service rules. Superintendents of mails at classified post offices (offices at which there are fifty or more employees) must be selected from among the employees of the Railway Mail Service. These are the absolute rules, and to try to get into the classified Railway Mail Service without these examinations and these formalities, or to procure or countenance such a thing, is to break a law.

It is worth while to explain the examinations a little. The following table gives the relative weights attached to the different subjects upon which questions are asked in the railway mail clerks' examination, and the time allowed for this examination is six consecutive hours:

SUBJECTS.	RELATIVE WEIGHTS.
First. Orthography	1
Second. Penmanship	1
Third. Copying	2
Fourth. Letter-writing	1
Fifth. Arithmetic	2
Sixth. Geography of the United States	4
Seventh. Railway and other systems of transportation in the United States	5
Eighth. Reading addresses	4
Total of weights	20

The following are samples of papers:

FIFTH SUBJECT.— Arithmetic.

Question 1. Add the following, placing the total at the bottom :

742,155.74
429.39
6,873.68
397.49
1,956,374.20

Question 2. Express in figures one thousand eight hundred and eighty-nine.

Question 3. In the fiscal year ended June 30, 1888, the postal clerks employed on railroads travelled 122,031,104 miles, and those employed on steamboats 1,767,649 miles. How many more were travelled by railroad than by steamboat ?

Give work in full.

Question 4. If a railway mail clerk earn $800 in a year, how much will he have left after paying his board at the rate of $16 a month ?

Give work in full.

Question 5. If a railway mail clerk spend ten cents a day for street-car fare, how much will he spend in six months of 30 days each ?

Give work in full.

SIXTH SUBJECT.— Geography.

Question 1. Name two States crossed or in part bounded by each of the following named rivers, and give the capital of each of the States named

River.	State.	Capital.	State.	Capital.
Connecticut .	. . . . .	. . . . .	. . . . .	. . . . .
Delaware . .	. . . . .	. . . . .	. . . . .	. . . . .
Ohio . . .	. . . . .	. . . . .	. . . . .	. . . . .
Mississippi .	. . . . .	. . . . .	. . . . .	. . . . .
Missouri. . .	. . . . .	. . . . .	. . . . .	. . . . .

Question 2. Name the State in which you live and the States or foreign countries or bodies of water which form the boundaries on two sides of that State.

Question 3. Name two important cities on each of the following named rivers and lakes, and give the name of the State in which each of these cities is situated: Hudson River, Ohio River, Mississippi River, Lake Erie, Lake Michigan.

Question 4. Name three cities on or near the Atlantic Ocean, one on or near the Gulf of Mexico, and one on or near the Pacific Ocean.

Question 5. Name the State of the Union that extends farthest east and the State that extends farthest west, and name the capital of each.

SEVENTH SUBJECT. — Railway and other systems of transportation in the United States.

Question 1. Name the three principal cities of your State and the principal railway lines (three if there be that many) centering in each of them.

Question 2. Name the principal railways (not less than two) passing through or terminating in your State, and give five of the principal connections (roads which are crossed by them or terminate in the same city with them), made by either or both of them.

Question 3. Name the roads which together form the most direct line from your nearest railway station (give the name of that station) to the largest city in any adjoining State. (Give the name of the city and of the adjoining State.)

Question 4. Name the road or roads connecting two of the most important cities in your State and name ten of the largest cities (or important towns, if there be not ten cities) situated on those roads.

Question 5. Name the two most important railway centres in each of the States of your railway mail division (omitting your own State) and the road or roads or steamboat lines connecting each of those centres with the capital of your State.

The eighth subject comprises reading addresses. Two samples given in the last annual report of the Civil Service Commission are worth observing; and a table, also given in this report, shows the number examined for the Railway Mail Service, the number who passed or failed (and their legal residence, average age, and education) during the year ended June 30, 1891:

Legal residence.	Passed.							Failed.							Total.
			Education.							Education.					
	Number.	Average age.	Common school.	Academic.	Business college.	High school.	Collegiate.	Number.	Average age.	Common school.	Academic.	Business college.	High school.	Collegiate.	
Alabama	30	23—	8	7	1	10	4	30	24+	13	8	1	5	3	60
Arizona	1	24	....	....	....	1	....	1	33	....	....	....	1	....	2
Arkansas	30	25—	13	5	1	5	6	42	24+	16	5	1	9	11	72
California	51	24—	25	6	5	8	7	18	25+	9	3	3	1	2	69
Colorado	16	27—	2	6	3	5	....	4	36	3	....	1	....	....	20
Connecticut	28	24+	13	5	1	9	....	10	23+	6	....	1	3	....	38
Delaware	2	30	2	....	....	....	....	1	25	1	....	....	....	....	3
District of Columbia	15	23+	6	2	1	3	3	11	22—	6	....	1	2	2	26
Florida	9	26—	5	3	1	....	....	18	24+	10	3	2	2	1	27
Georgia	42	24—	9	3	1	16	13	82	25—	38	7	3	18	16	124
Idaho	2	23—	1	1	....	....	....	2	20	2	....	....	....	....	4
Illinois	168	24+	48	21	15	61	23	49	25+	23	3	2	15	6	217
Indiana	194	24+	52	17	23	61	41	47	26+	33	1	6	5	2	241
Indian Territory	1	21	....	1	....	....	....	.....	.....	....	....	....	.. .	....	1
Iowa	91	24+	26	8	13	28	16	22	26—	10	1	4	5	2	113
Kansas	162	24—	66	23	9	42	22	23	27—	15	1	3	3	1	185
Kentucky	57	24—	22	9	3	9	14	32	24+	17	5	4	4	2	89
Louisiana	21	23	5	1	4	3	8	16	24—	9	....	....	3	4	37
Maine	9	26—	2	3	....	4	....	5	28—	2	1	1	1	....	14
Maryland	20	25—	11	3	1	2	3	9	24+	7	1	....	....	1	29
Massachusetts	93	24+	39	10	4	38	2	24	25—	20	4	....	....	...	117
Michigan	73	26—	21	4	11	32	5	20	28+	12	2	2	4	....	93
Minnesota	87	25—	34	13	8	26	6	21	25—	12	2	1	5	1	108
Mississippi	32	25	8	10	2	5	7	33	26—	9	5	2	8	9	65
Missouri	187	24—	67	25	21	43	31	65	25—	38	7	8	9	3	252
Montana	3	21+	....	....	...	3	....	1	29	1	....	....	....	....	4
Nebraska	78	26—	20	8	9	29	12	23	27+	12	1	2	8	....	101
Nevada	2	20	....	....	....	2	....	.....	....	....	....	....	....	....	2
New Hampshire	6	26+	....	3	....	1	2	2	27	1	1	....	....	....	8
New Jersey	20	24+	10	4	5	1	....	13	26	10	....	....	1	2	33
New Mexico	1	19	.. .	1	....	....	....	1	27	...	....	....	....	1	2
New York	194	25—	62	75	18	31	8	53	28—	29	7	5	7	5	247
North Carolina	32	24+	9	7	....	7	9	46	26—	12	12	3	6	13	78
North Dakota	9	28+	3	3	1	1	1	2	22—	2	....	....	....	....	11
Ohio	262	25+	80	23	24	99	36	63	25—	33	3	6	18	3	325
Oklahoma	2	23—	....	....	....	1	1	1	21	1	....	....	....	....	3
Oregon	17	24+	7	1	2	3	4	7	27—	5	1	....	1	....	24
Pennsylvania	132	25—	43	39	16	20	14	44	25+	24	5	3	9	3	176
Rhode Island	4	22+	1	1	....	2	....	1	34	1	....	....	....	....	5
South Carolina	23	25+	6	3	...	6	8	50	23—	17	5	2	11	15	73
South Dakota	12	27+	5	1	1	4	1	5	27+	5	....	....	....	....	17
Tennessee	67	24—	17	6	7	14	23	58	24—	25	3	7	8	15	125
Texas	94	23—	29	16	9	25	15	81	24+	32	11	7	18	13	175
Utah	11	24+	4	2	2	2	1	2	24	1	....	....	1	....	13
Vermont	7	25—	1	1	....	4	1	.....	.....	...	....	....	....	....	7
Virginia	66	25—	22	13	5	18	8	43	26+	21	4	1	11	6	109
Washington	29	25+	7	4	5	6	7	10	25—	3	1	2	3	1	39
West Virginia	16	23+	8	1	....	2	5	8	25+	6	...	...	.	2	24
Wisconsin	59	23—	14	9	4	28	4	17	25—	11	1	1	4	....	76
Wyoming	14	24—	3	2	1	7	1	1	20	1	....	....	....	....	15
Total	2,581	24+	836	409	237	727	372	1,117	25—	564	114	85	209	145	3,698

The removals during probation for the period mentioned above were 23, and the number dropped at the end of the probationary six months was 65. The number of substitutes appointed during the fiscal year above mentioned was 965, the number removed 24, the number who resigned 10, the number who declined tendered appointments 126, the number who died 5, and the number appointed on the regular roll 773. The following table discloses by states and territories the large number of those examined who failed to pass:

STATE.	Number of examinations.	Passed.	Failed.	Total.
Alabama	6	35	35	70
Arizona	1	1	1	2
Arkansas	5	34	42	76
California	10	57	18	75
Colorado	4	14	3	17
Connecticut	3	28	9	37
Delaware	1	1	1	2
District of Columbia	89	84	40	124
Florida	2	9	15	24
Georgia	9	40	82	122
Idaho	1	3	2	5
Illinois	9	156	45	201
Indiana	9	161	49	210
Iowa	5	68	19	87
Kansas	5	88	12	100
Kentucky	7	44	21	65
Louisiana	6	29	17	46
Maine	3	8	5	13
Maryland	2	3	1	4
Massachusetts	8	89	25	114
Michigan	9	64	16	80
Minnesota	7	87	28	115
Mississippi	5	25	23	48
Missouri	12	270	82	352
Montana	2	3	1	4
Nebraska	8	105	25	139
Nevada	1	1	.....	1
New Hampshire	2	7	1	8
New Jersey	1	12	2	14
New Mexico	1	1	1	2
New York	26	211	61	272
North Carolina	5	26	46	72
North Dakota	2	7	2	9
Ohio	14	276	68	344
Oklahoma	1	5	.....	5
Oregon	2	18	9	27
Pennsylvania	18	122	48	170
Rhode Island	2	8	2	10
South Carolina	6	22	43	65
South Dakota	2	12	4	16
Tennessee	11	77	73	150
Texas	9	91	80	171
Utah	2	14	2	16
Vermont	3	7	.....	7
Virginia	5	49	30	79
Washington	2	31	8	39
West Virginia	3	14	8	22
Wisconsin	5	59	11	70
Wyoming	1	12	2	14
Total	352	2,588	1,118	3,706

The General Superintendent of the Railway Mail Service gives the Civil Service Commission a "call" for a certification of eligibles from the locality through which the line runs. The candidate is supposed to be able more readily to become familiar with the region nearest his home. If the man selected happens to live at some point upon the line in question, the General Superintendent's office simply makes up his appointment and sends it to the division superintendent concerned, and the man is notified to report at a certain place. If, however, he lives some distance off the line where he is needed, a letter is sent notifying him that he has been selected for appointment to a certain line, that his salary will be $800 a year, and that he is expected to take up his residence upon the line of the road upon which he is to run — and asking him if he will accept the place. A candidate may decline an appointment without losing his chance of appointment. He may wait for a run nearer home; and the practice of the bureau is to return to the first man, even though he has refused, for the next vacancy. So it is, too, if the first man refuses twice. A substitute holds no regular appointment, and he has no pay except for the days actually run, which, however, yield him on the average $2.30 a day. He may be called upon to work regularly for six months, or he may not be called upon for thirty days.

A clerk is required to learn the scheme of the state in which he runs, and in most cases the entire distribution of that state; and when he has learned this thoroughly he knows in what way all the mail for any office within the state reaches its destination. The schemes themselves do not contain all the offices in a state. They give a certain county, say Delaware County, Ohio, on the line running through that county that takes the most offices in it. Then the other offices that are not on that line are entered on the scheme, with county headings in the form of exceptions, exceptions to the county supply; then there are possibly three or four offices that are supplied from the line from Delaware County to Columbus, and three or four situated on the line from Columbus to Springfield. When a man "takes the cards" for a scheme, that is, when he goes up for examination on the post routes and offices in the region to which he has been applying himself, there are no cards to be thrown for offices, the names of which are not on the scheme. The cards used in the examinations are of the size of a lady's calling card.



CAPTAIN WHITE AND HIS DIVISION SUPERINTENDENTS.

Alonzo Burt. V. Cincinnati. | C. W. Vickery. III. Washington. | Norman Perkins. X. St. Paul. | G. W. Pepper, Jr. IX. Cleveland. | E. J. Ryan. I. Boston. | J. S. Weaver. XI. Fort Worth. | J. P. Lindsay. VII. St. Louis. | L. L. Troy. VI. Chicago.

R. C. Jackson. II. New York. | W. P. Campbell. Asst. Gen. Supt. | Jas. E. White. Gen. Supt. | Alexander Grant. Chief Clerk. | L. M. Terrell. IV. Atlanta. | Samuel Flint. VIII. San Francisco.

D. P. Davis is now Superintendent of the Fifth Division in place of Mr. Burt, resigned.

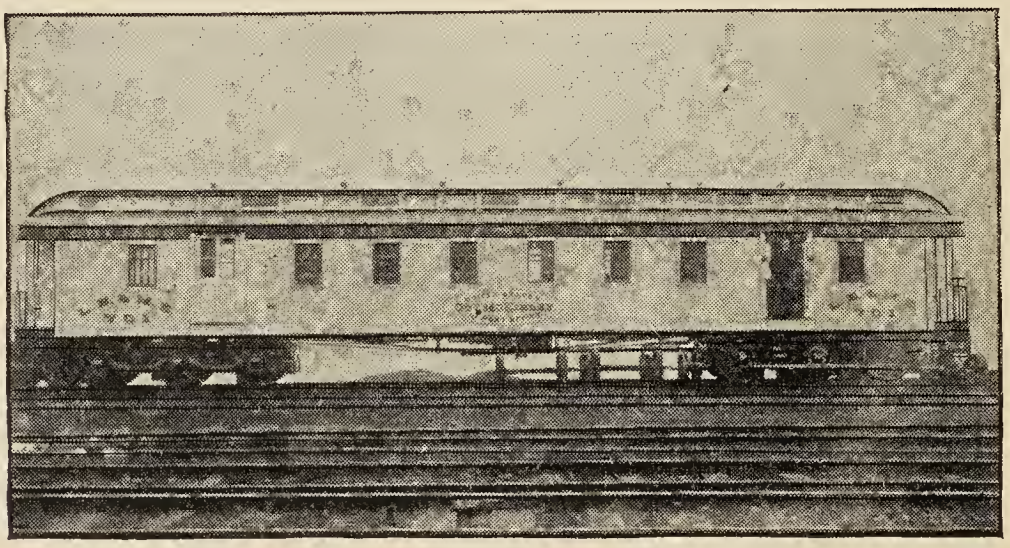
They are made small to save room. On each card is written the name of an office, and the novitiate has to throw the cards as correctly as possible into a case with two hundred or more pigeon holes in it.

Then there are schemes called "standpoint schemes." They are used where a small and rough distribution is made of a state. One would call the separation of the California mail that is made on the New York and Chicago line a separation on the standpoint scheme. All that the clerks have to know is what mail goes into the southern part of the state and what into the northern. The number of all the schemes in this country would be the number of all the lines, plus the number of states, plus the number of standpoint schemes. About eighteen out of every hundred of these probationary men fail on schemes. That is the only examination given when a man first reports for duty; but he is notified that he will be called for examination on his line in thirty days. Then if the line to which he is assigned is a one man line, that is, if there is only one man in the car, he is told that he will be required to begin work on a certain day; to go out and distribute the mail on a certain day. Of course, he is not prepared to do that; so he takes somebody with him as instructor. He is required to pay that tutor, and the length of time the instructor remains with him depends, of course, upon himself.

In a good many cases a man whose place is taken will stay behind and teach the novitiate, and in all the divisions there are men who stand ready to do that kind of work. Often they are substitutes certified by the Civil Service Commission; in other cases they are men who have not lost their interest in the service, but who like to go out for a trip and renew old associations. On a heavy line like that from New York to Pittsburg there are always roustabouts, as they are called, who are beginners; and there is always enough work of an inferior sort to keep them busy till they have learned their distributions. So that the men assigned to the heavy lines are almost always relieved of the necessity of employing instructors.

After the new clerk has been on duty a month (and at stated times after that) he is obliged to submit to a case examination. Cards bearing the written address of each post office in a state are furnished to the clerk, and he is required to distribute them from memory, in a case provided for that purpose, according to the

general scheme of distribution, post offices to routes, post offices to counties; or he tries the standpoint distribution, if the division superintendent deems best. He is then questioned as to his knowledge of connections and of his printed book of instructions. He is required to make subdivisions of routes as between junctions, and cards of junctions must be distributed to the routes supplying them. The time consumed in distributing cards is noted and forms a part of the record, and a statement of the result of the examination is given to the clerk, and information as to what the subject of his next examination will be is noted upon the reverse side of it, unless there are special reasons why not, in which case this is also noted. If the clerk has taken the required standing, he will be assigned to a



THE FULL RAILWAY POST OFFICE, GOV. MCKINLEY.

new distribution and a new scheme. The probationary clerk is usually examined four or five times during his six months trial, and if at the end of that time he has attained the percentage required, his record is made up at division headquarters and forwarded to the General Superintendent's office in Washington, with a recommendation that he be permanently appointed. If he has fallen short, the recommendation is that he be dropped.

In the year 1890 the averages of probationers varied from 65.15 in the second division up to 97.04 in the first; and the percentages of permanent clerks varied from 81.65 in the third division to 99.04 in the first. The average per cent. for probationers for the whole service rose from 80.35 in 1889 to 84 in 1890, and the percentage for permanent clerks for the whole service was 91.57 in 1889 and 94.11 in 1890. The average per centum of correct dis-

tributions for the clerks of both classes in the whole service rose from 86.60 in 1889 to 90.24 in 1890, and to 92.39 in 1891. The General Superintendent in his report attributed this improvement in no small degree to the award in each division of a gold medal offered by the Postmaster General.

The clerks are arranged in classes according to the difficulty of the work required of them and the time necessary to perform it. The salaries are: first class, $600 to $800 per year; second, $800 to $900; third, $1,000 to $1,150; fourth, $1,150 to $1,350; fifth, $1,350 to $1,400. These men surely earn their money. Repeatedly Congress has refused to reclassify the railway postal clerks and make more equitable their stipend, and that, too, in face of the fact that there has practically been no reorganization of the service for twenty years. But any agitation is without avail.

There are numerous prohibitions which the railway postal clerks must carefully observe. They are strictly prohibited from carrying freight in postal cars or trafficking in merchandise in any way. Nor are they suffered to go unpunished for imparting information concerning letters or other mail matter passing through their hands. The use of intoxicating liquors by clerks on duty or while in uniform is absolutely prohibited, and the frequent and excessive use of liquors when off duty renders them liable to dismissal from the service. They are expected to pay all just and honest debts, and persistent and wilful failure to do so is deemed evidence of untrustworthiness sufficient for removal. Clerks are required to use the utmost vigilance in guarding the mails under their charge. They must not leave their cars during the run, except for meals or for some urgent necessity of the service; and then they must see that the car doors are locked, unless another clerk is left in charge. As the Government is very economical in some things, clerks are cautioned to preserve all waste paper and twine.

The integrity of the mail locks is carefully guarded. Clerks on duty must always wear the mail key attached to them by a safety chain. If stray mail keys are found, they must be immediately forwarded to division headquarters; and the division superintendent as promptly forwards them to the Department. When a clerk surrenders his key, he is always careful to take a receipt for it. Clerks are forbidden to have mail keys or locks repaired, nor must they pry

into the mechanism of locks. They are especially cautioned never to expose the key to public observation, or place it where it may be lost or stolen. It must not be suffered to pass even for a moment into the hands of any person not a sworn officer of the Post Office Department. The loss of a mail key, as it may afford easy facilities for stealing from the mails, is an act of carelessness likely to be more pernicious to the service than almost any other which a clerk may do. It is therefore considered sufficient cause for removal. When a vacancy is about to occur a clerk must not let anybody know of it, nor must he take any part in procuring appointments. The removal of newspapers or periodicals from their wrappers for the purpose of reading them is not allowable. Clerks are forbidden to request proprietors of newspapers to send copies of their papers to them free. Besides the clerks the only persons who have a right to enter the postal cars are post office inspectors and persons who may be authorized by the General Superintendent or by division superintendents. A permit to ride in a postal car is not a free pass; and the clerk in charge must notify the train conductor if there is anybody in his car from whom a fare may be collected.

Vanderbugh, Wells & Co.
110 Fulton & 16 & 18 Dutch Sts
New York City

Maj. David D Johnson,
c/o Adjt. Gen'l's Office,
Washington,
D.C.

ADDRESSES FOR CANDIDATES TO READ.

Besides the prohibitions, there are a good many ordinary things which the railway postal clerk must learn to do almost mechanically. He must know without a second's hesitation that all mail for states of which no distribution is made is assorted "by states," and "facing slips" used; that is, letter and circular mail for each state is made up in packages when there are ten or more letters for a certain state, and newspaper mail in canvas sacks, and the name of the state marked on the slips covering the package and also on the slip in the label holder of the sack. Mail for delivery and mail for distribution at a post office are made up in separate packages, except where otherwise ordered by the division superintendent. When a direct package is made, all the letters for one post office are placed

together, faced one way, with a plainly addressed letter on the outside, and a facing slip covering the back of the package. The slip is postmarked like all the letters, and is indorsed with the name of the clerk making the package and with the direction in which the mail is moving.

When it is necessary to include circular matter in a direct package, a letter is put on the outside. Letters are never placed in a pouch loose. They are always "faced up," slipped, and tied in packages. All official matter emanating from any of the departments of the Government is treated as first-class matter. Signal service weather reports are dealt with in the same way. Receipts for registered letters are found tied on top of the bundles of letters, but the registered letters themselves are tied separately. An entry is made in a record book every time the letter passes into new hands, so that it may be traced without a moment's delay.

Registered packages are not tied up with the other mail. They are put in loose, so as to be quickly discerned by the person opening the sack. The registry book must show the number, postmark, date, and address of every registered letter or package, as well as of the lock and rotary numbers and labels of every registered pouch and inner sack passing through the hands of the clerks. In all cases they are required to obtain a receipt for registered matter from the persons to whom it is delivered. Special delivery letters have such attention as will insure their prompt transmission. The post office clerks at their destinations find them placed on the top of each package.

So the life of the postal clerk is anything but easy. It is a life of constant physical and mental hardship. The motion of the cars frequently gives him a sensation hardly distinguishable from that caused by the rolling of a ship on the ocean. "Seasickness" is a common incident of the work. Some clerks, like some sailors, have a feeling of nausea with every trip, and others suffer little after the first few days. At the end of each trip the clerk has a time for sleep, sometimes long and sometimes short. In the large post offices, or near the principal railroad stations, dormitories are fitted up; and in the New York post office there are scores of white-covered iron bedsteads, ranged in rows in the rooms on the fifth floor. Visitors passing the open doors mistake these rooms for hos-

pital wards, but in both the day and the night hours they are occupied by a particularly healthy and drowsy set of mortals.

Captain White says that experience has demonstrated that a man endowed with a phenomenal memory cannot become a desirable postal clerk unless this faculty is supplemented by that vigor, vitality, and resolution necessary to continuous and protracted hours of labor, — for the reason that physical strength is required to handle the tons of mail matter which is received daily by the principal railway post offices, and which, after being so treated, must be distributed piece by piece, and then be handled again in bulk; and for the further reason that the greater portion of this work must be performed while the trains are moving at a high rate of speed around curves, over crossings, and past trains moving with the same velocity in the opposite direction. The muscular exertion necessary to maintain one's position at the racks so as to distribute mails with rapidity and accuracy into the pigeon holes and sacks with the fewest false motions possible cannot be appreciated by strangers to the work, nor can any who have not gone through railway accidents, or stood for hours over the trucks of a fast moving car, or been required to memorize the distributions and connections of a large number of states gridironed with railroad and star routes, realize the mental strain which the clerk suffers at all times, and the nervous shocks to which he is so often subjected during his tours of duty.

One of the forms of application for civil service examinations always contains ten questions which are to be answered by the physician who certifies as to the physical condition of the applicant; but these questions are not full enough to determine the candidate's physical adaptability for the service. The physician is not required to make his statement under oath, and there are abundant reasons to believe that friendship, personal obligations, family ties, or the desire to accommodate acquaintances, sometimes impel him to be too merciful; if this were not true, it would be impossible for the deformed and ruptured or those afflicted with pulmonary diseases even to secure appointments. Captain White has recommended that at every place where civil service examinations are held one or more physicians of acknowledged ability and trustworthiness be designated to make the physical examinations required, and that

they shall receive from the applicants whom they examine, a reasonable fee for their services. It is recommended further that the physical examinations be made upon the following lines:

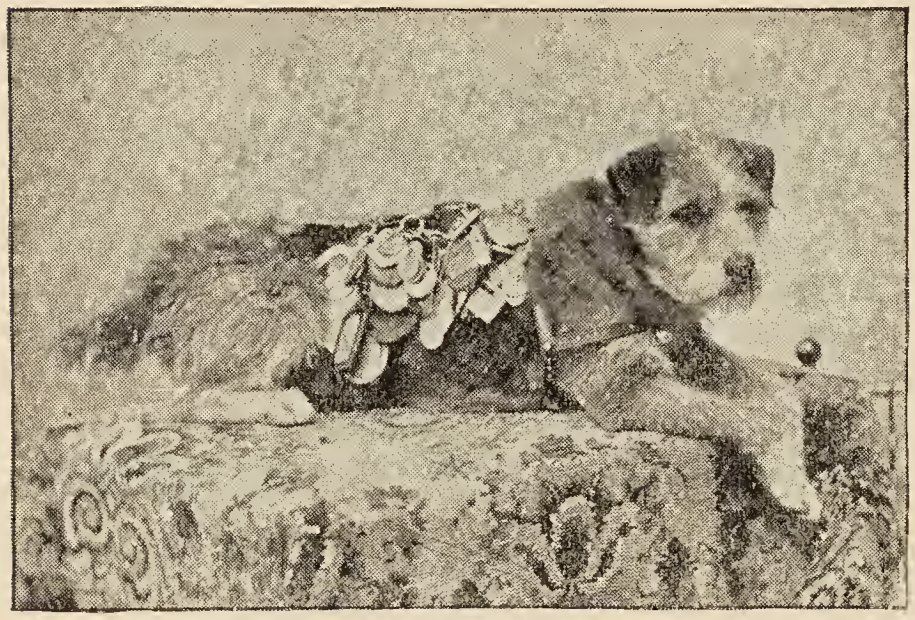
1. Minimum height, 5 feet 4 inches.
2. Minimum weight, 128 pounds.
3. Condition of sight?
4. Is his hearing defective?
5. Has he any defects of speech?
6. Has he any defects of limb?
7. Is he ruptured?
8. Has he any defects in the functions of the brain?
9. Has he any defects in the functions of the nervous system?
10. Has he any defects in the functions of the muscular system?
11. State the measurement of the chest upon full expiration and inspiration.
12. Is the respiration full, free, and unobstructed in both lungs?
13. State the frequency of the heart's action; are its movements regular, or are there indications of organic, muscular, or nervous derangements?
14. Any indications of derangement of abdominal viscera?
15. Any indication that the applicant is addicted to the excessive use of intoxicants?
16. Do you believe him capable of prolonged and severe mental and physical exertion, and equal to the demands of a very exhausting occupation?
17. Do you believe him to be free from any form of disease or disability which unfits him at present or is likely to unfit him in the future for the performance of the class of work described in question No. 16?

It maybe mentioned, perhaps, that the Civil Service Commission, in examining candidates for the railway mail, makes no distinction of sex. A woman may be examined just as thoroughly as a man, and a woman has been. One was recently certified for work as a stenographer at the Pittsburgh office. She would have been appointed but for the fact that her classification would necessarily have been as a postal clerk, and as a postal clerk she might have been obliged to do actual clerking on the cars. This was a practical objection which precluded her appointment.

There is no doubt that the Railway Mail Service needs re-classification. The organization of the present day is precisely that of 1882, yet since that time there has been an increase in railway mileage of 60 per cent., an increase in annual postal clerk mileage of 86 per cent., an increase in clerks of 69 per cent., and an increase in pieces of mail handled of 148 per cent. The service has been for five years under a terrible strain. The danger lies not in the present, for the devotion and skill of the clerks, and the skill and

devotion of the chiefs as well, have kept the improvement constant. But the growth of the volume of mail is inconceivably great, and without a reorganization it will be next to impossible, as postal experts freely predict, to prevent this matchless, indispensable service from retrograding.

It has been held to be a good thing, too, to provide uniforms for the men. It would be the insignia of an important branch of governmental service, and there would be a consequent reluctance to become unworthy of it. The only way in which a railway mail clerk is designated at present is by an obscure badge worn upon the cap. The ocean postal clerks, few though they are, suffer the most in this respect, for they are daily brought in comparison with the dignified uniforms of the Germans. The comparison is odious.



"OWNEY," THE RAILWAY MAIL DOG.

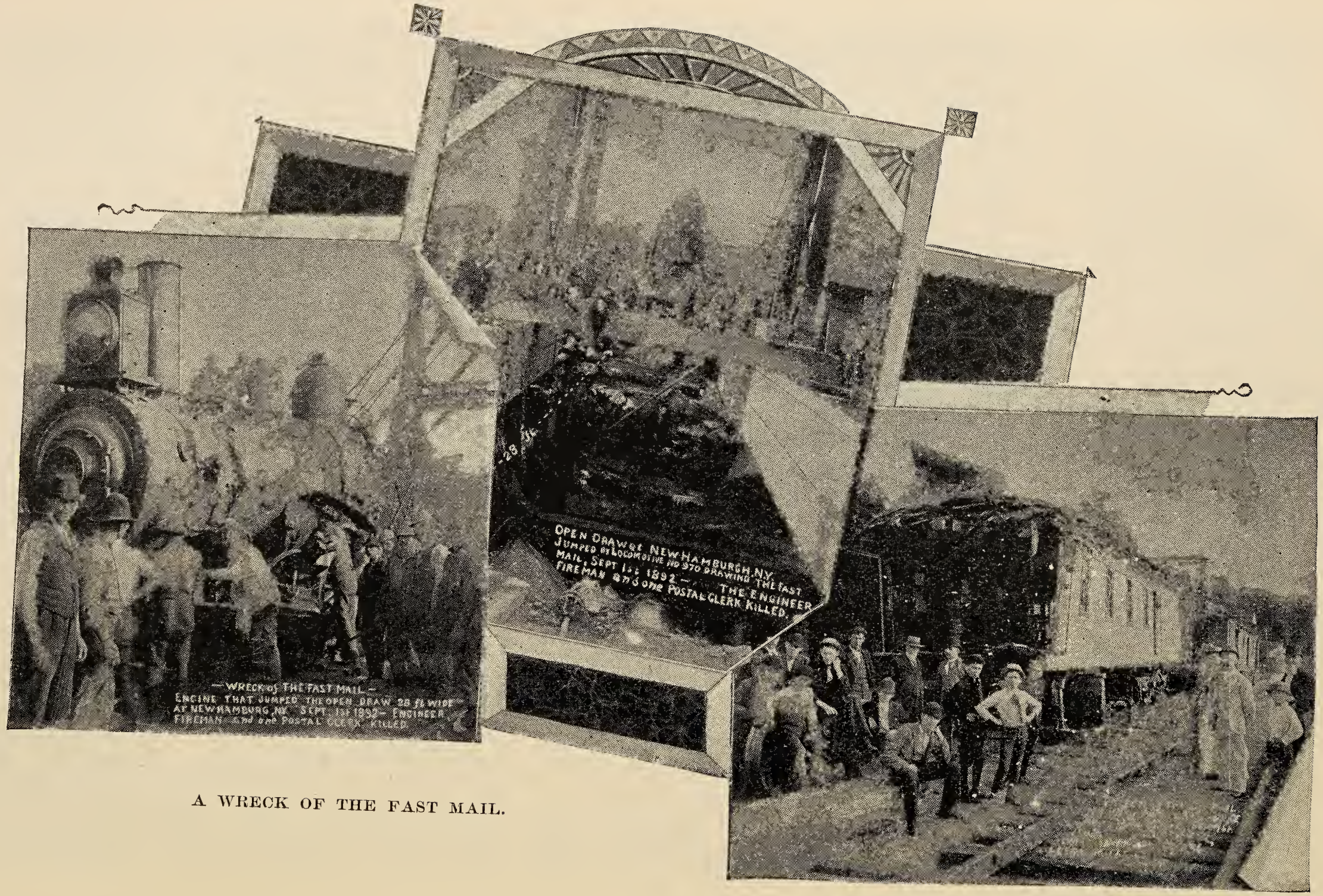
With all his trials, the travels of the railway postal clerk are often made pleasant. He is observing and clever; consequently he knows a funny or a touching thing when he sees it. The clerks on one of the New England lines were edified sometime ago to see a small white kitten jump out of a mail bag. The terrier "Owney" travels from one end of the country to the other in the postal cars, tagged through, petted, talked to, looked out for, as a brother, almost. But sometimes, no matter what the attention, he suddenly departs for the south, the east, or the west, and is not seen again for months. He will defend a mail sack against all comers, — except the regular clerks. There is hardly a part of the United States or Canada which he has not visited. He will ride in nothing but a postal car. About a year ago he suddenly disappeared for several months. The postal clerks regretfully observed that he was probably dead; but one day he turned up on the Boston and Albany line with an ear gone. He had been caught in a railroad accident in Canada.

At North Germantown, N. Y., they have a dog, "Nero" (the gentlest of collies, however). There are six "catch" mails at this point, and six times a day "Nero" goes down to the track, looks gravely in the direction of the train, jumps up and down excitedly as soon as it appears, and when the pouch is thrown out catches it. Nothing can induce him, however, to perform this valuable service on a Sunday.

And so it goes, the sweet mixed in with the bitter. Many a postal clerk stands in the doorway of his car as the train pulls out, and waves his hand to a group of fond ones who signal him Godspeed; and he cheerfully admits to his fellow, with a drop of moisture in his eye, that they always see him off that way, and that he shouldn't feel altogether right if they didn't. Perhaps a money package is missing. The clerk who receives it does not know where it is, and is not responsible in any way for its disappearance, but there is no satisfactory explanation, and the man must go. And with the rush and hurly-burly of railroad travel, of labor that seems never to release its weight, it is not strange that now and then a man becomes confused.

"I was allowed to make a trip alone," an Eastern clerk once wrote. "It seemed as if the moment the train started my senses left me. I was wild. Just before the train pulled out a man came up to the door and threw about fifty letters over the floor. I had to get down on my hands and knees and pick up those letters. I got my hands full of splinters. After cancelling these, with about three hundred more letters, and distributing them, I opened the pouches. Then the trouble began. I put off the mail for the first station at a water-tank five miles before reaching the station. I kept putting off mail just one station ahead, and when I reached the last station I had no mail to put off. I heard from that trip. Every postmaster on the line reported me to the superintendent."

It is this which causes the probationers to relent and go back to their former duties. A Muncie man was assigned, not long ago, to the Chicago & Cincinnati R. P. O. He never finished his first trip. He went half way, and bought a ticket home as a plain passenger. He was much annoyed by the questions of his friends, and had the following card printed to show to people:



A WRECK OF THE FAST MAIL.

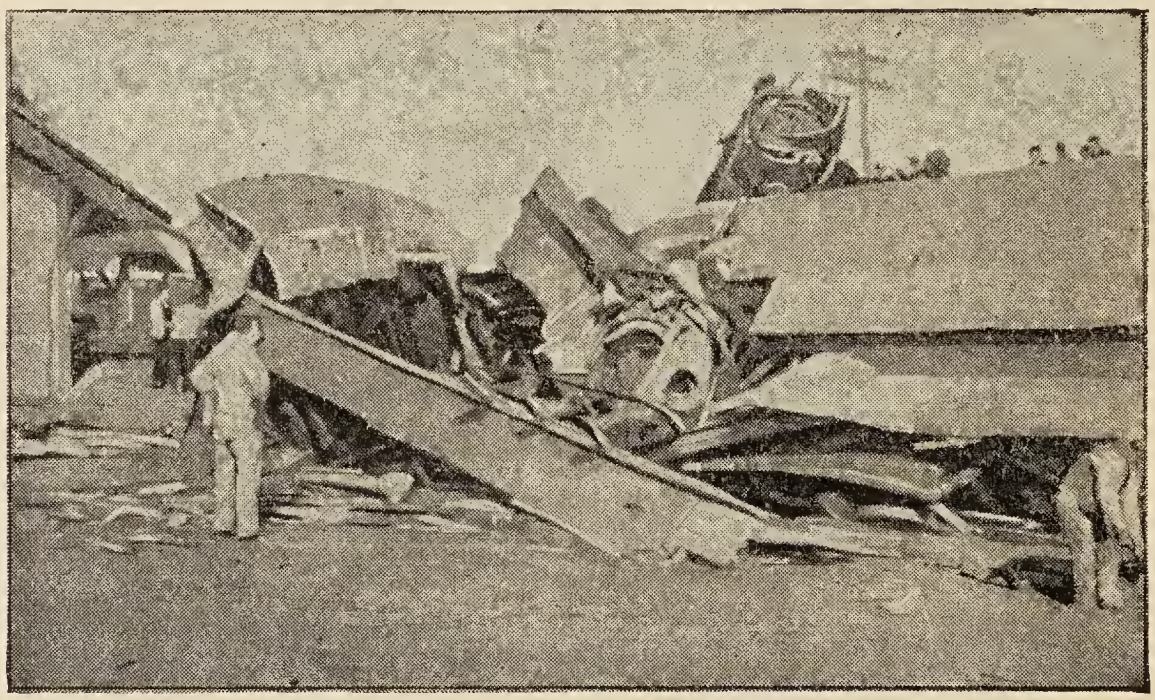
Question. What are you doing here?
Answer. Have quit the mail service.
Question. Didn't you like it?
Answer. No.
Question. Was the work hard?
Answer. Yes.
Question. What was it?
Answer. Lifting and unlocking two hundred pound pouches, shaking out contents, arranging same, removing pouches, locking same, carrying same away, jumping on and stamping on mail matter, rearranging sacks, then going over same work, continuing same seventeen hours, without rest, with trains flying round curves and slinging you against everything that is not slung against you.

But the actual dangers to be met, the bravery required to be shown, these are the test and honor of the railway postal clerk. Over and over again, as Mr. James has written, and notwithstanding severe injuries received by the clerks, the scattered mail matter has been collected and transferred to another train or to the nearest post office. Several times trains in the West were held up by robbers, who, after sacking the express car, visited the postal car, introducing themselves with pistol shots. One clerk was seriously wounded in the shoulder. An instance of self-possession reported in Arkansas, was where the robbers, before visiting the postal car, had secured $10,000 from the express safe. When they came to Clerk R. P. Johnson he suggested that they had secured booty enough, and that under the circumstances they had better let the mail matter alone. The masked men liked him and agreed with him. On the Wabash road once a train south bound from Omaha was thrown wholly down an embankment. J. C. Cuff was one of the four injured postal clerks. His hands were terribly burned by seizing a lamp and holding it to keep it from upsetting and firing the mail matter. These valorous examples are not unusual.

The Postmaster General has reported that the total number of railway post office car wrecks in the year 1891 was 319. In these thirteen clerks were killed, sixty-eight severely injured, and eighty-four slightly injured. The percentage of killed and wounded in the railway postal service is greater than the American army suffered in the war with Mexico. The following table gives the figures for the last six years (and seven railway postal clerks were killed in last September alone):

	Number of clerks.	Number of casualties.	Number of clerks killed.	Number seriously injured.	Number slightly injured.
1887	4851	244	5	45	72
1888	5094	248	4	63	45
1889	5448	193	10	95	40
1890	5836	261	4	41	53
1891	6032	319	13	68	84
1892	6440	345	5	60	112

The Department does all it can to provide for strengthened and well-equipped cars. There are saws, axes, hammers, and crow-bars, as usual, and safety bars extend overhead the whole length so that the clerks may swing from them if trains leave the track. But the position of the postal car, commonly next the tender, is unusually dangerous, and there is no way of preventing the carnage. Legis-



THE WRECK OF TWO POSTAL CARS

On the Lake Shore and Michigan Southern R. R., at Tipton, Ohio, April 18, 1891, in which six postal clerks lost their lives.

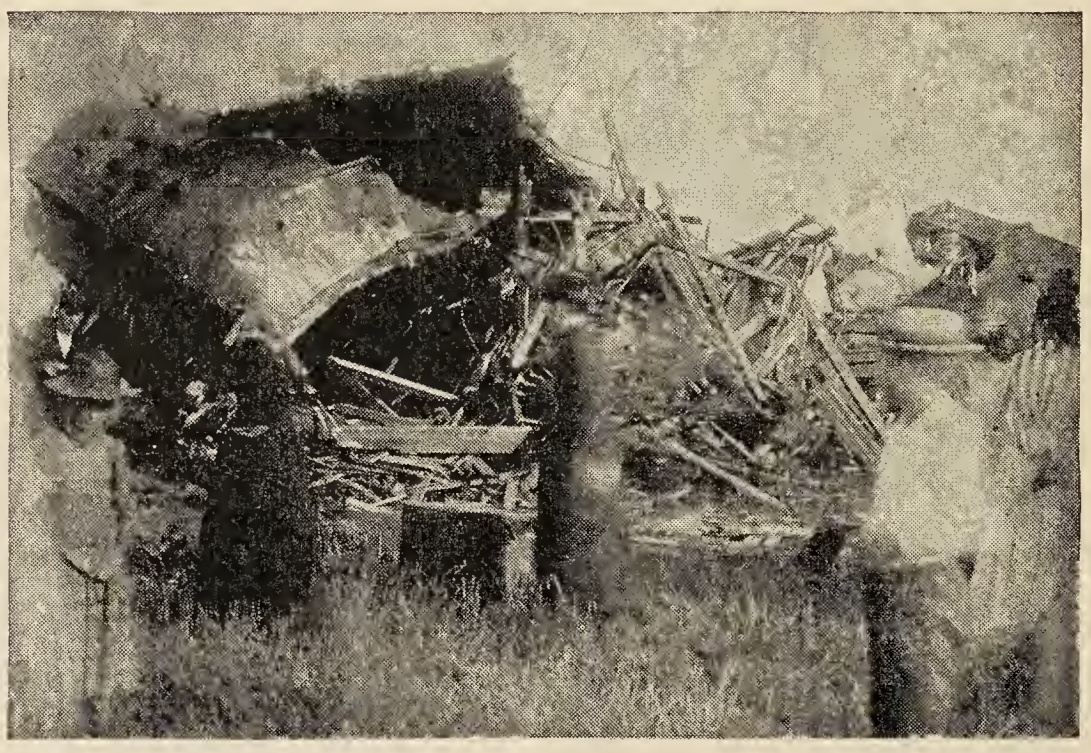
lation has been repeatedly asked of Congress, but there is strong aversion to a civil pension list in this country, and no legislation has resulted. It has been repeatedly recommended that the Postmaster General be authorized to use the fund arising from deductions because of the failure of clerks in the Railway Mail Service to perform duty, and for other causes, in paying to the widow and minor children of each permanent railway postal clerk killed while on duty the sum of $1,000, and that in the event that there is not a sufficient amount arising from deductions, the Postmaster General shall be authorized to make up the deficiency from the regular appropriation

for the payment of railway postal clerks. But this has always failed. Captain White is of opinion that the best interests of the service, the clerks, and the public can be secured by a law to be known as the Railway Mail Service Superannuation Act, to provide for the retirement of all permanent clerks on one third or half pay who have become incapacitated for further service by reason of age, injuries received while in the discharge of their official duties, or other infirmities not attributable to vicious habits; the fund out of which the clerks so retired shall be paid to be created by withholding a sum equal to one half of one per cent. per annum of the salary paid every permanent clerk employed in the service, and one per cent. of the annuity paid those placed upon the superannuated list. This deduction would be slight for each individual, but would in the aggregate amount to about $31,000 per annum, and as but little of it would be drawn from the fund thus created during the first few years succeeding the passage of the act, it would reach by accumulation sufficient proportions to make the act effective as fast as retirements became necessary. That the deduction would not work even temporary hardship to those coming under its operations is shown by the fact that it would amount to but fifty cents on each $100 paid the clerks in active service and $1 on each $100 paid those placed upon the superannuated list.

The term "nixies" embraces all mail matter not addressed to a post office, or addressed without the name of the state being given, or otherwise so incorrectly, illegibly, or insufficiently addressed, that it cannot be transmitted. Matter of this kind is always withdrawn and sent to the division superintendent. The following are the only exceptions to this rule: mail addressed to military and naval posts and stations of the signal and life-saving services which are not post offices is sent to the proper post office, if known. Mail addressed to discontinued post offices, or to offices whose names have been changed, or to watering places and summer resorts which are not post offices, is sent to the nearest post office known. Mail addressed by the Department to new post offices, marked on the envelope "new office," is sent to its destination in the best manner practicable. When clerks know that matter addressed to a post office where the name of the state is not given is intended for the principal city of that name (being, for instance, addressed to a

well-known citizen, firm, newspaper, corporation, or institution of that principal city, or to a street and number which can be found in it), it is sent to that city. Mail is not treated as nixies on account of incorrect spelling when the destination is undoubted. All nixies sent to the division superintendent are postmarked on the back, and are accompanied by a slip bearing the full name of the clerk sending the same, the postmark of his line, with date, and the word "nixies" in the upper left-hand corner.

Take the experience of any large post office with nixies. Take Buffalo. The five thousand recognized nixies do not include the city



ANOTHER VIEW OF THE WRECK AT TIPTON.

nixies which every large post office has. Each day Postmaster Gentsch draws off a list of Buffalo nixies, letters misdirected, or addressed to names not in the directory or in such a way as to afford no clue as to their destination. The carriers inspect this list and pick out any names which they happen to know about, and so some of the nixies are disposed of. And the errors in addresses are not confined to hurried business men and illiterate people. One suspected to be from such a dear lady as Mrs. Grover Cleveland herself was observed to be addressed: "Mrs. Henry E. Perrine, 107 Delaware Avenue, New York City." At New York it was classed among the nixies and the word Brooklyn was written on it in red ink. At Brooklyn it fell into the same classification, and finally reached Buffalo, as

the writer intended it should, of course. There are some twenty different Buffalos among the post offices of the country, and some thirty more post offices whose name is compounded from Buffalo, like "Buffalo City," "Buffalo Mills," etc. The names of dozens of other cities are as abundantly duplicated. Hence much of the trouble.

And there seems to be no end of pains taken by the Department people, and by the railway mail people also, to trace and forward missent mail. A Nebraska paper complained vociferously in a double-leaded, smutty-looking "editorial," that one of its numbers dated February 12, 1892, did not reach its destination until May 9, 1892. The complaint was referred by General Superintendent White to Division Superintendent Troy, at Chicago. Mr. Troy referred it to the chief clerk at Omaha, who in turn referred it to the postmaster at the town where the paper is published. The postmaster reported to the chief clerk just mentioned that the complaining editor sent out, on the 7th of May, a "boom" edition; that to make as large a showing as possible he gathered up all the old copies of his paper to be found; that he happened to send out one dated February 12 (this on the 7th of May); and that there was no delay whatever in the transmission of the paper. Then the postmaster at the point to which the paper was addressed furnished information that there was no delay in the delivery. The chief clerk at Omaha sent these facts forward to the division superintendent at Chicago, who in turn sent them to the General Superintendent at Washington. So it is with letters and papers in thousands of cases every year.

An important recent development of the Railway Mail Service is the more extensive and specific distribution on trains of matter for city delivery. As Mr. W. B. Stevens has written:

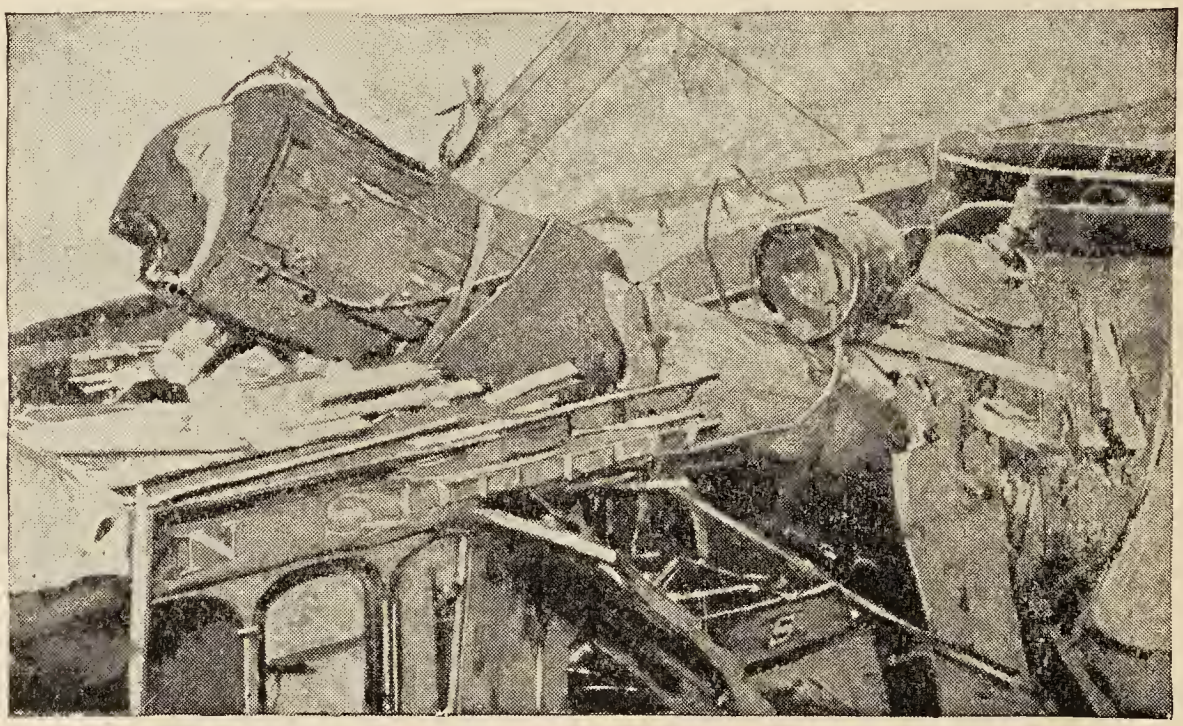
> If the postal clerk can carry in his mind the schedules for 12,000 or 15,000 post offices in a region of country, why cannot a local distributor fit himself to throw the mail for routes in two or more cities? This proposition can be made plainer by a practical illustration. On the Wabash there are St. Louis, Lafayette, Fort Wayne, and Toledo with carrier service. Why cannot a distributor be sent over this route with the mail to divide it up for the different carrier routes in each city? When the mail for Lafayette reaches that city it will be ready for the carriers to start out on their routes; so at Fort Wayne and so at Toledo. On the return trip the distributor will assort the Fort Wayne matter for Fort Wayne carriers, the Lafayette mail for the Lafayette carriers, and then the St. Louis mail for the St. Louis carriers. Such work as this will necessitate a knowledge

on the part of the distributor of the mail routes of each of the four cities; that is a good deal for one man to carry in his head. But it is no more than some of the postal clerks carry.

A travelling man finished up his work at Kansas City one afternoon, wrote out his orders, and mailed them shortly before train time. He reached St. Louis for breakfast and started down town. On the way he dropped into a restaurant and got a cup of coffee. Continuing he went into the store and reported, saying:

"I mailed a lot of orders at Kansas City last night; they will reach you in a little while."

"They are here already," said the manager, pointing to a clerk who was even then going over the orders. The travelling man walked up to the post office to find out how the mail could beat him. He learned what many do not know, that local distributors travel on the route between St. Louis and Kansas City.



YET ANOTHER VIEW OF THE WRECK AT TIPTON.

The weights of mail upon which the railroads are paid for transporting it are taken once in four years, except in urgent cases; and this weighing fixes the compensation for that period. In order to distribute the work, the United States is divided into four sections, as with the contract division. Mr. Richard C. Jackson, the versatile division superintendent of the railway mail at New York, has written, more entertainingly than any layman may, about these railroad weighings. He says: —

"After the receipt from the Department of an order, weigh, and the issuance of the preliminary notices to all concerned, the first step is to ascertain exactly on what trains mails are carried and between what points. This is simple enough for unimportant roads, and would be even for trunk lines, if the mails carried were only from and for stations, but mail bags often come by branch roads in

charge of train baggagemen, which reach a main line at points where they do not pass under the observation of a postmaster, or of any employee of the Post Office Department. These dispatches are usually well known to the superintendent by his records; but as it is possible that a postmaster somewhere might happen to start a dispatch without orders from the superintendent, it is customary to institute extensive inquiries to make sure that none is overlooked. When completed, a chart is prepared of the results, which serves as the basis of all subsequent action. If the line is a small one, the weights are taken solely by the postmasters, and no one is put on the train as specially employed. This sometimes puzzles railway officials, who, as they see no evidence of a weighing on the trains, or at stations, write to complain that the weights, or some of them, are not being taken, for it is at times done far away and on other lines.

"On important roads, weighers are provided on some trains, and these weighers must then be selected and their schedules of trips arranged which are often extensive and complicated. In the meantime scales are provided by the company and blank weighing cards printed, one sort for the men on the trains, another kind for postmasters, and still another for transfer clerks. Besides these, there are many details not necessary to enumerate.

"When the work begins, the reports are checked off as soon as received, to make sure that none is wanting or is imperfect. This is in order that a defect may be known and investigated while the matter is freshly in mind. Sometimes reports are called for from more than a single source, so that one will serve as a check upon the other. When all is found to be going on smoothly these duplicate reports can be dropped. The most troublesome difficulties are on long lines, where there are loups, or where trains diverge, and then come together again, and it is impracticable to take the mails out of the cars to weigh them and put them aboard again, or to weigh them in the cars in such cases, on account of the quantity. Frequently, too, it is necessary to weigh beyond the terminals of a route, to avoid 'balancing back' as it is called.

"When the tabulation is completed, and the final results are prepared, showing the weights put on and taken off at each station, a statement of the same is forwarded to the Department, and a copy furnished to the railway company. At Washington, the Adjustment Division figures the weights from station to station, and the average thus obtained is paid for at the legal rates already explained. This, it will be noticed, produces quite a different result from the average weight when starting from the principal terminal which is what an ordinary observer is apt to notice. The weighing for small lines continue nominally thirty days, and for trunk lines sixty days, but these periods are extended to enough days to give the companies the benefit of Sunday, although the weights are averaged on the thirty and sixty days."

Extra and unusual things are continually occurring in the Railway Mail Service. They tax the ingenuity of the superintendent and his assistants, tax the tired hands and brains of the clerks. There was the census mail in 1890. Tons and tons of matter going out or coming in crammed the postal cars as well as the large post offices and made in reality a freight transportation business of the post. The summer resort service, always put on for the watering places,

is notable every spring and summer, especially in New England, whither most of the exodus is. The past summer service was established by boat between Machiasport and Rockland, and it was the first distribution of mail ever authorized on a steamboat in New England. The mails went straight in consequence, and not by hook or crook inland, as best they might. Boston mails for the White Mountains left an hour earlier in the morning, and the northern cities as well as the mountain resorts were benefited. Old Plymouth had new service, and the postal car penetrated to Rangeley. The New York papers reached Brattleboro three hours earlier than ever before. The new Bar Harbor express took all the Boston and western mail along two hours earlier than formerly. And the beauty of all this is that just so many more mails are worked in transit and dispatched to all points in dozens of cases one business day earlier.

GENERAL ORDER NO. 206---FIFTH PAGE

SEC

23. **Mount Pleasant House, N. H.**—Will receive and send mail as follows: Newport & Springfield, Night, due at 9.25 a. m. Return with mail at 10.25 p. m. Lancaster & Boston, due at 4.43 and 5.50 p. m. Return at 7.45 a. m.,—one with mail, the other empty. Lancaster & Montpelier, due at 11.50 a. m. Return with mail at 12.55 p. m. Boston, Springfield & New York and Woodsville & Boston, due at 8.35 p. m. Return the Woodsville & Boston empty at 10.25 p. m. and the Boston, Springfield & New York empty at 7.45 a. m., properly labeled. Portland & Swanton, West, due at 12.48 p. m. Return with mail at 4.52 p. m. Portland & Swanton, East, due at 4.52 p m. Return with mail at 12.48 p. m. Mondays, St. Albans & Boston, Night, due at 9.25 a. m. Return with mail Sundays at 10.25 p. m., labeled "St. Albans & Boston, South of Concord."

24. **Profile House, N. H.**—Will receive and send mail as follows: Newport & Springfield, Night, due at 8.42 a. m. Return with mail at 7.20 p. m. Lancaster & Montpelier, due at 11.50 a. m. Return with mail at 12.50 p. m. Lancaster & Boston, due at 4.35 and 6 p. m. Return at 7.35 a. m.,—one with mail, the other empty. Boston, Springfield & New York and Woodsville & Boston, due at 8.30 p. m. Return empty at 7.35 a. m., labeled to the R. P. O. received from. Portland & Swanton, West, due at 2.05 p. m. Return with mail at 3.25 p. m. Portland & Swanton, East, and Portland & Swanton, Short Run, due at 6 p. m. Return one with mail at 10 a. m., the other empty. Mondays, St. Albans & Boston, Night, due at 8.42 a. m. Return empty at 7 [illegible]

25. **Twin Mountain, N. H.**—Will receive and send mail as follows: Newport & Springfield, Night, due Return with mail at 10.42 p. m. Lancaster & Montpelier, due at 11.30 a. m. Return with Lancaster & Boston, due at 4.14 and 5.31 p. m. Return at 8.02 a. m.,—one with ma[illegible] ton, Springfield & New York and Woodsville & Boston, due at 8.06 p. m. Return at 10.42 p. m., and the Boston, Springfield & New York empty at 8.02 a. Night, due at 8.27 a. m. Return with mail Sundays at 10.42 p. m., [illegible] Concord."

26. **General**—
MAIL addressed to Maplewod, Maplewood House, or Maplewood, N. H.
ALL offices South of Concord, N. H., send offices in Vermont to said R. P pelier, Groton, Groton Pond North Montpelier, Orange Randolph
MAILS for Ge close
Be

Terrible floods occurred this year along the Mississippi. The interruptions to the regular movement of mails into St. Louis began with the trains of the C. C. C. & St. Louis, Wabash East, and Chicago & Alton lines from both Chicago and Kansas City, and the C. B. & Q. lines east of the river first shut out from entrance into East St. Louis, and the approach to the bridge even, and necessarily running these trains into Alton. Division Superintendent Lindsey went to Alton and made temporary arrangements with the Eagle Packet Company to carry the mails and the clerk accompanying them, on their steamer, "Spread Eagle," one round trip daily, between Alton and St. Louis. This relieved the blockade at Alton. But after trains were unable to get in and out of St. Louis from the east side of the river, the situation gradually grew worse until at one time there was but one track from the east affording entrance to and from

the Eads Bridge, namely, the Ohio & Mississippi. The trains of as many contiguous lines as practicable ran over this line from convenient junction points; and the Vandalia lines also accommodated the trains of some of the neighboring roads. The movement of the mails was provided for, as was practicable from day to day, by telegraphing officers of the service at Cincinnati, Indianapolis, Chicago, and elsewhere, in order to divert the mails to such lines as could best keep it moving. A free accommodation was secured from the Merchants Bridge terminal officers at St. Louis to use their line in places where no mail service was regularly authorized; and for two or three days mails were taken over the new bridge to the viaduct crossing of the tracks of certain lines, and there these mails inward were carried up some improvised steps, arranged for accommodating passengers, by laborers of the railroad companies. Many of the railway post office men were on duty all of the twenty-four hours. A great many changes in distributions on the cars and in the St. Louis post office were of course necessary. But the railroad officials were alert, and the complaints very few.

The yellow fever plague at Jacksonville was a far more momentous interruption of the mails than this. On the eighth day of August, 1888, Mr. H. W. Clark, then postmaster of Jacksonville, who had just arrived in New York on leave of absence for a month, saw in the morning papers the news that the yellow fever was breaking out in Jacksonville, and a day later that it was assuming epidemic form. He at once left New York for home. The city was terror stricken. All had fled except those whose sense of duty caused them to remain.

The first matter which Postmaster Clark found to arrest his attention was the condition of the free delivery. The secretary of the local board of health had instructed the superintendent of mails to prevent the carriers from making their daily rounds, as their passage through the city would spread the disease. Proclamations had been issued stopping services in the churches and the congregation of people in large crowds. But about twenty mails a day were received at Jacksonville, and the lobby of the post office was jammed daily with an indiscriminate crowd. The postmaster's first action was to reverse this condition. He sent the carriers out on their routes as usual.

The next few weeks were devoted to getting the mails out of the

city. Nearly every part of Florida was quarantined against Jacksonville. Mr. Clark obtained permission from the Department to establish a station at La Villa Junction for the fumigation of all mail matter. The Jacksonville people were thus enabled to send letters to every part of the Union; before this few towns in Florida would consent to receive Jacksonville letters or newspapers. Only one clerk of the twenty-five or twenty-six in the office resigned through fear, and though many were stricken with the sickness there were fortunately but two deaths, Mrs. Fannie B. Hopkins, the stamp clerk, and Capt. W. J. Merritt, who had charge of the fumigating station. Thorough discipline was kept up throughout the entire term of the epidemic of between four and five months. The postmaster, as a member of the Sanitary Association, was chairman of a special committee for the establishment of a baggage fumigating station, which was erected near the other.

The fumigation at La Villa Junction was done in a box car of the Florida Central & Peninsula Railroad, which had been loaned. With Captain Merritt was a railway postal clerk. All of the mails for Florida were fumigated here, and all for other states were sent direct to another fumigating station at Waycross, Georgia, which was in charge of Major R. E. Mansfield, then and now chief clerk in the Railway Mail Service at Charleston. The different railroads made arrangements by which an engine and a baggage car, under certain precautions, were run into the city as far as the fumigating station, and the Jacksonville mails were put off and the fumigated mails taken on at that point.

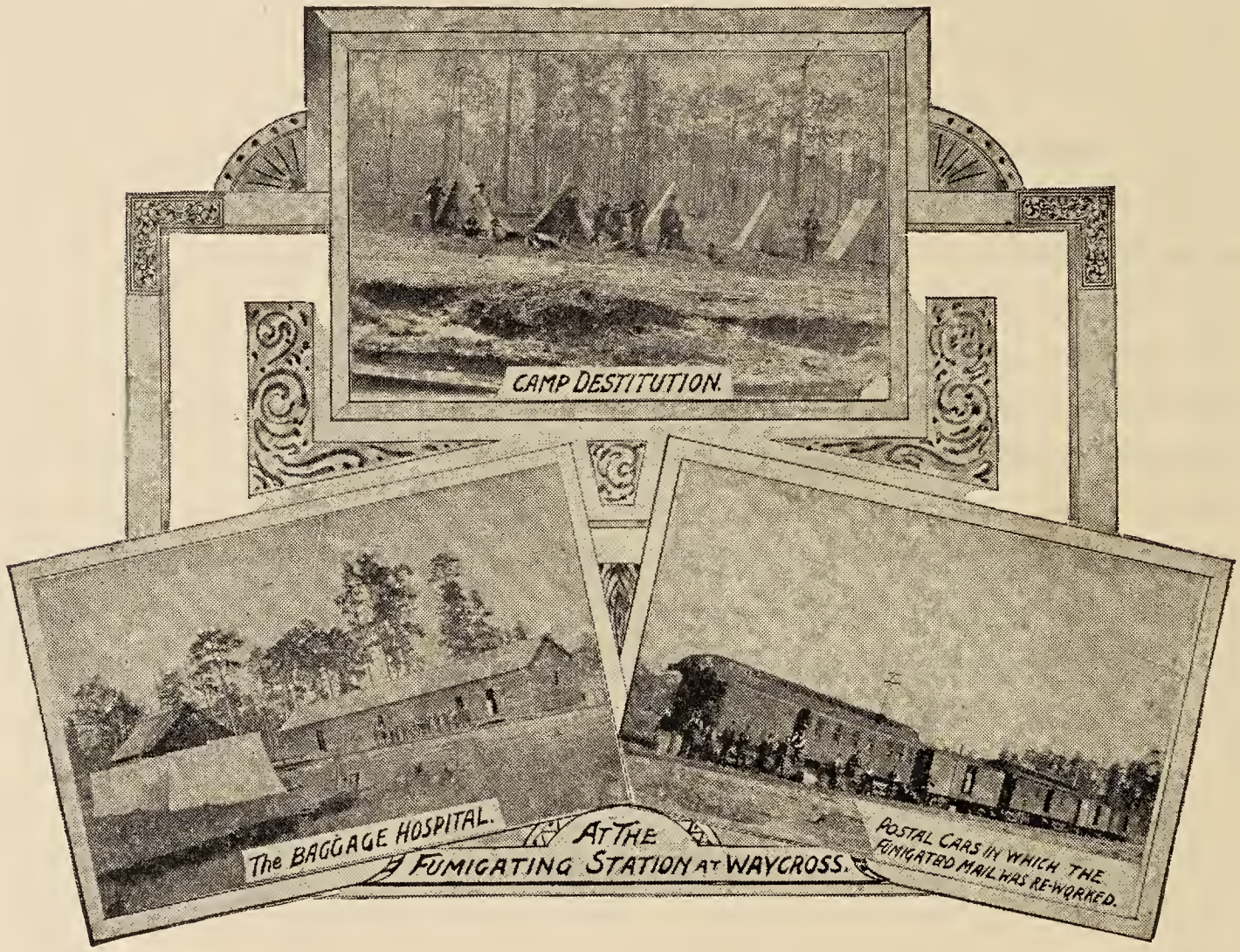
All mail matter accumulating in the letter boxes or post office at night was sent early in the morning to the station for perforation and a six hours smoke. At noon another load was sent. All had previously been made up to routes, and afterwards so arranged in the fumigating car that as little time as possible would be lost in re-routing it after the smoking. Notwithstanding all this, the bundles of *The Daily Times-Union*, published in Jacksonville, were occasionally burned alongside the track at some station where they were thrown off. But the desire for yellow fever news generally overcame the fear of contagion and the bulk of the papers went through. The amount of newspapers utterly refused by some of the offices and returned to Jacksonville filled up a room originally used

by railway postal clerks. All these refused papers were sent out when the epidemic was declared over, and it took several days to work them off. No ill effects were ever reported from them.

In the office proper the regular routine was followed, except that each morning it was necessary to have an inspection of the force; and the work was given out as best it might be among the well. As a preventive against the fever, the floors of the office were sprinkled twice each day with a solution of carbolic acid, kept in a large cask, and furnished by the board of health. Every clerk and carrier in the office also used medicine either externally or internally, and generally both, as a preventive; but liquor as a beverage in any form was refused to all. One of the clerks had a handful of sulphur in each shoe; but that this did not make him proof against the fever was evident, for Captain Merritt, in charge of the fumigating car, who was breathing sulphur fumes for several hours each day, died bravely at his post. The employees never complained at the known dangers which they encountered daily, or were liable to encounter, except once. It was when several prominent citizens vigorously urged that the large hall in the third story over the post office be turned into a yellow fever hospital, as more room was needed. The postmaster interfered with this plan, arguing that it would not do to have a hospital so near the mails that were to be sent out through the country. For Mr. A. E. Sawyer, the superintendent of mails, the greatest admiration was expressed on all hands. He had never had the fever, but he served faithfully; and when the postmaster insisted that he take a vacation, which he did, he returned promptly to the scene of the pestilence.

Major Mansfield volunteered to take charge of the fumigating station at Waycross. All mails from Florida had been stopped at that point since the 8th of August. When Major Mansfield arrived there on the 12th, some eight or ten tons of matter had accumulated, stored in a freight car on a siding. Four postal clerks had freely volunteered to do service as assistants. They all went to work at once, assorting and perforating each piece separately except the papers, until the fumigating cars, which were still in the railroad shops at Waycross, should be ready. Two freight cars were brought into use, each partitioned off into two air-tight compartments, in which were constructed shelves of wire netting to spread the mail

on. The mail, after being perforated by means of an iron punch designed for the purpose by the chief clerk in charge, was placed on the wire shelves in the fumigators. An iron kettle containing five pounds of sulphur was placed in each compartment, ignited, and allowed to burn for four hours, when the doors were opened, and the mail taken out, re-assorted, and tied up in packages and sacks, and dispatched. For the first ten days Major Mansfield and his men had



nothing to work with except what they could devise themselves, and nothing to eat except what they could buy in a sparsely settled country; and they often travelled miles to a farm house only to be disappointed, for the country was swampy and poor. No provisions could be had at any price, and as the men were not permitted to enter Waycross on account of the quarantine established there, it began to look rather serious for them. They had nothing but warm and slimy surface water to drink, and nothing to sleep on except the bags of infected mail. It was during these trying hours that the camp was dubbed "Camp Destitution." In the midst of their woes, however, a good samaritan appeared in the cheery person of Dr.

F. M. Urquhart of the Marine Hospital Service, who, seeing the deplorable condition of the men, immediately telegraphed to Washington that the Government must provide for their comfort, or death would surely result from exposure and want, if not from the plague. Immediately came a dispatch authorizing him to purchase the necessary outfit for a camp, and as quickly there came from Waycross stoves, cooking utensils, dishes, etc., and a good supply of ice, with positive orders not to drink the swamp water unless it should first be boiled.

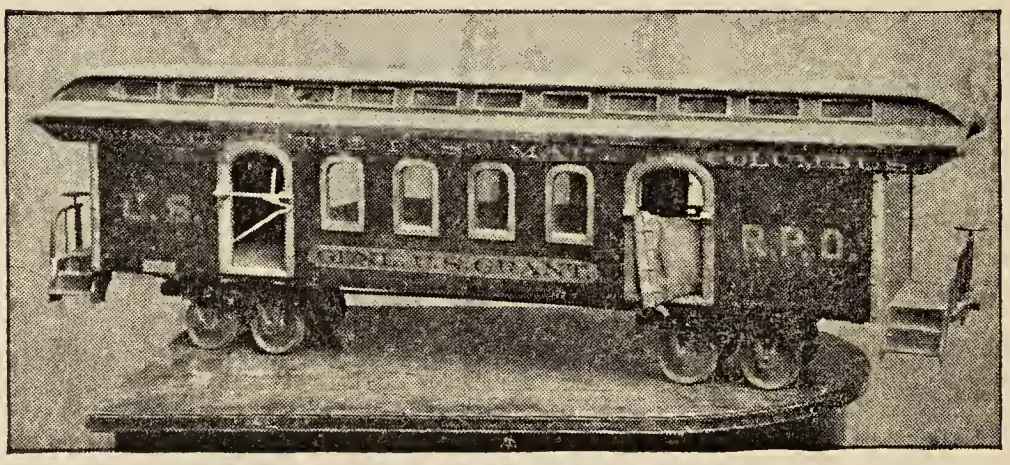
By September 1 the camp was in thorough working order and each day the trains from Jacksonville brought their deadly load and deposited them at the camp; and they were fumigated and sent forward within twenty-four hours. The train between Jacksonville and Waycross was in charge of Postal Clerk W. J. Balentine, of Waycross (who was stricken with the fever and laid up for over a month), and Substitute Clerk J. M. Doty, of Charleston, both volunteers. "Camp Destitution" was established August 12, and closed November 30, and the following table shows the amount of mail handled during that period:

Month.	Pouches received.	Number of letter packages.	Sacks of papers received.	Registers.	Pouches fumigated.	Canvas sacks fumigated.
August . . .	564	13,624	1,646	3,346	894	6,996
September . .	420	12,177	1,800	3,640	882	6,818
October . . .	235	11,229	1,525	4,186	809	6,151
November . .	282	11,989	1,641	4,389	921	8,100
Totals . . .	1,501	49,019	6,612	15,556	3,506	28,065

The average number of letters to a package was forty and the average number of papers to a sack one hundred and fifty; so the total number of pieces fumigated was within a dozen of 3,000,000.

A record was kept of all registered matter passing through the station by Clerk Allen, and not a single loss was known. A period of one hundred and eleven consecutive days of continuous duty night and day, standing between the yellow fever and the whole North, and West, and South, is the record of the resolute men who did this service. A single incident occurred to disturb the harmony of the little camp. A notice was received from the General

Superintendent of the Railway Mail Service by Chief Clerk Mansfield to the effect that: "The interests of the Railway Mail Service would be promoted by the tender of your resignation as chief clerk at Charleston, S. C., to take effect Sept. 1, 1888"; also at the same time a request "to remain in charge of the station, until the need of your presence at that station has passed, when you will be assigned to duty on the line, vice M. A. Davis promoted"; and also, "that an order has been issued reducing your salary as a clerk of Class 5 from $1,400 per annum to $1,300 per annum, to take effect Sept. 1, '88." And this for politics. After the station closed each clerk applied for and was granted thirty days' leave of absence with pay. This was their only recognition.



THE PUBLICATIONS OF THE DEPARTMENT.

THE Railway Mail Service has a daily paper. It is the *Daily Bulletin*, and its circulation is almost 1,100. It is printed in the basement of the Post Office Department; and printers set over 4,000,000 ems of matter for it in a year. At this departmental printing office work for the third division of the railway mail is also done, like the semi-weekly issue of the "general orders" about changes in the service of that division, and the "facing slips," of which about 600,000 are printed yearly. Each of the other divisions has a small printing office of its own. The printers employed at headquarters in ten of the divisions, and in the Department, make up 1,500 forms in a year, set 9,000,000 ems of matter, and print over a million impressions. The work consists chiefly of the facing slips, bulletins, and small pieces of job work, as required for technical and immediate use. For example, Division Superintendent Jackson makes his annual report on a small circular; and Division Superintendent Ryan, at Boston, issues eight good-sized pages or more filled with announcements, for the beginning of the summer resort season, that new service has been put on in perhaps a hundred places. The printing offices, though very small, are all well equipped. Superintendent Troy lately issued his annual report very tastefully in colors.

For several years prior to the birth of the *Daily Bulletin* (which occurred without mishap February 3, 1880), a synopsis of the principal orders affecting the Railway Mail Service, such as the establishment, discontinuance, or change of site of post offices, the establishment of mail routes by star, steamboat, or railway service, and such other orders from the First and Second Assistant Postmaster General's offices as directly affected the operations of the Railway Mail Ser-

DAILY BULLETIN

OF

ORDERS AFFECTING THE POSTAL SERVICE.

VOL. XIII. POST OFFICE DEPARTMENT, WASHINGTON, D. C., TUESDAY, AUGUST 2, 1892. NO. 3788

The Postal Bulletin.

ISSUED FROM THE OFFICE OF
GEN'L SUP'T RAILWAY MAIL SERVICE
JAMES E. WHITE, GEN'L SUP'T.

"Postal Cards Mailable to South African Destinations."

POST OFFICE DEPARTMENT,
OFFICE OF POSTMASTER GENERAL,
WASHINGTON. D. C., August, 1st, 1892.

Tha International Bureau of the Universal Postal Union having officially announced that by virtue of an arrangement between the Postal Administrations of Great Britain and the Cape Colony, *postal cards* may now be admitted to the malls exchanged, via Great Britain, between the Cape Colony and the countries and Colonies embraced in the Universal Postal Union.

IT IS HEREBY ORDERED: That United States postal cards addressed for delivery in auy Colony or interior State of South Africa, he hereafter admitted to the malls for those countries or Colonies, despatched via Great Britain, at the rate of postage applicabla to postal cards addressed for dallvery within the Universal Postal Union, viz: 2 cents for each single card.

S. A. WHITFIELD,
Acting Postmaster General.

Samples of Liquids, etc., Unmailable to Any Australasian Colony.

POST OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
WASHINGTON, D. C., August 1st, 1892.

Referring to the latter part of paragraph 2 of the circular Headed "Tha Universal Postal Convention of Vianna" on pages 17-19 of the Postal Guide for the month of May, 1892, in which notice is given that "Samples of liquids, atc., may be sent to the Australasian Colonies of Victoria and Tasmania;" postmasters and others are informed that this Department has been officially advised that at a conference of all of the Australasian Colonies, said Colonies decided not to allow the transmission of tha samples in question in the malls exchanged between any of said Colonies and the other countries and Colonies embraced in the Univarsal Postal Union.

Consequently, packages of samples of liquids, fatty substances and powders are not transmissible by mail to tha Colonies of Victoria, Tasmania, or any other Australasian Colony, and should not be received by United States postmastera when addressed for delivery in any of said Colonies.

By direction of the Postmaster General,
N. M. BROOKS,
Superintendent of Foreign Mails.

POST OFFICES ESTABLISHED.

FLORIDA.

Red Bay, Walton Co., special from Knox Hill, Route 23117, 5¼ ms. N. E. [27 june 92

LOUISIANA.

Troy, Lincoln Co., special from Lishon, Route 49235, 7 ms. N. W. [30 june 92

MONTANA.

Richland, Missonla Co., special from Kalispell, Route 63242. 40 ms. E. [30 june 92

NEW MEXICO.

Canjilon, Rio Arriba Co., special from Tierra Amarilla, Route 67175, 18 ms. S. E. [13 jnne 92

Saint Patrick, San Miguel Co., special from Las Vegas, Route 167007, 60 ms. W. [27 june 92

POST OFFICES ESTABLISHED

NEW YORK.

Cahoonzie, Orange Co., Route 7557 Sparrowhush, 4 ms. S., Rio, 3 ms. N. [22 july 92

OREGON.

Aberdeen, Linn Co., Route 73331, Lacomb, 4 ms. S. E., Lebanon, 6 ms. S. W [13 june 92

PENNSYLVANIA.

Haafsville, Lehigh Co., special from Fogelsville, Route 8428, 2 ms. E. [28 june 92

SOUTH CAROLINA.

Calhoun Falls, Abbeville Co., Route 121071, Dry Grove, 2½ ms. N. W., Hester, 3 ms. S. [7 july 92

TENNESSEE.

Ohurches, Hancock Co., Route 19148, Clinch River, 4½ ms. E., Upper Clinch, 5 ms. W. [30 june 92

VIRGINIA.

Kincald, Highland Co., special from Williamsville, Route 11488, 6 ms. S. [31 may 92

WASHINGTON.

Martin, Kittitas Co., Route 171011, Easton, 9 ms. E., Hot Springs, 16 ms. W [7 june 92

Wabash, King Co., special from Osceola, Route 71219, 4 ms. S. E. [30 june 92

POST OFFICE SITE CHANGED

MISSOURI.

Seckman, Jefferson Co., ½ m. N W. on Route 45455. [1 aug 92

POST OFFICES DISCONTINUED.

The following to take effect August 15, 1892:

ALABAMA.

Merritt, Pike Co., Route 24609. Mail to Shady Grove. [1 aug 92

ILLINOIS.

Berryton, Cass Co., Route 35326. Mail to Virginia. [1 aug 92

KENTUCKY.

Burgess, Lawrence Co., Route 129027 Mail to Georges Creek. [1 aug 92

Stony Point, Bourbon Co., special. Mail to Austerlitz. [1 aug 92

TEXAS.

Hinde, Crockett Co., Route 51055. Mail to Hembrie. [1 aug 92

SPECIAL SERVICE CHANGES.

INDIANA.

Doerun, Jefferson Co., from Brooksburgh. From August 1, 1892, change hase of supply to Homa. [29 july 92

Marling, Jackson Co., from Langdon. From August 1, 1892, change hase of supply to Crothersville. [29 july 92

OHIO.

Philander, from Sheridan. From August 1, 1892, change hase of supply to Kalida. [29 july 92

WEST VIRGINIA.

Monnt Tell, Jackson Co., from Belgrove. From August 1, 1892, change base of supply to Goldtown. [29 july 92

SPECIAL SERVICE DISCONTINUED

ARKANSAS.

Flynn, Woodruff Co., from Railroad Station (n. o.). From July 30, 1892, office discontinued. [29 july 92

Selah, Ashley Co., from Fountain Hill. From July 30, 1892, office discontiuued. [29 july 92

NEW YORK.

Black Lake, St. Lawrence Co. From July 30, 1892, discontinue special supply from July 1 to September 30 of each year. [29 july 92

Gallilee, St. Lawrence Co., from Ogdensburgh. From August 13, 1892, on Route 7842. [29 july 92

PENNSYLVANIA.

Nashes, Forest Co., from Pigeon. From January 31, 1892, on Route 110086. [29 july 92

STAR SERVICE ESTABLISHED

KENTUCKY

Ronte 29878. Jackstown to Carlisle, 7 ms. nnd back, three times a week, by a schedule of not to exceed 2 hours running time each way. From August 1, 1892, to June 30, 1893. [28 july 92

Route 29879. Kenton to Morganaville, 3 ms. nnd pack, three times a week, by a schedule of not to exceed 1 hour running time each way. From August 1, 1892, to June 30, 1893. [28 july 92

Ronte 29880. Baker to Potter's Fork, 4 ms. and back, twice a week, by a schedule of not to exceed 1¼ hours running time each way. From August 1, 1892, to June 30, 1893. [28 july 92

Route 29881. Grand Rivers to Smithland 19 ms. and back, six times a week, by a schedule of not to exceed 5½ hours running time each way. From August 1, 1892, to June 30, 1893. [28 july 92

NEW YORK

Route 7811. Black Lake to Hammond, 2¾ ms. and back, twelve times a week, by a schedule of not to exceed 45 minutes running time each way during August and September, 1892, and June, 1893. [28 july 92

TENNESSEE.

Route 27916. Pine Mountain to Jellico, 10 ms. and back, three times a week, by a schedule of not to exceed 3 hours running time each way. From August 1, 1892, to June 30, 1893. [28 july 92

VIRGINIA.

Route 10794. Bagleys Mills, by Lambert to South Hill, 16 ms. and back, three times a week, by a schedule of not to exceed 5 hours running time each way. From August 8, 1892, to June 30, 1893. [29 july 92

STAR SERVICE CHANGES.

ARKANSAS.

Route 47635. Wolf Bayou to Coras. Modify order of July 2, 1892, (Bulletin 3766), so as to state an increase in distance of 1 m. by supply of Coras at the site authorized June 25, 1892. [28 july 92

INDIAN TERRITORY

Route 53276. Baxter Springs, Kans., to Miami, Ind. Ter. From August 15, 1892, increase service to six times a week. Schedule to be daily except Sunday, same hours as at present. [28 july 92

NORTH DAKOTA.

Route 61250. Hatton to Sharon. From August 8, 1892, increase service to three times a week. Change schedule to Tuesday, Thursdays and Saturday. [28 july 92

WISCONSIN.

Route 39321. Marytown to Kiel. State orlginal distance as 6½ ms. Modify order of May 10, 1892, (Bulletin 3720), so as to state increase in distance as 3¾ ms. instead of 2¾ ms. [28 july 92

STAR SERVICE DISCONTINUED.

ARKANSAS.

Route 47517. Galena to Umpire. From July 30, 1892 [29 july 92

INDIAN TERRITORY.

Route 53162. Purcell to Leeper. From July 30, 1892. [29 july 92

NEW YORK

Route 6722. Morristown to Edwardsville From August 13, 1892. [29 july 92

TENNESSEE.

Route 27170. Morristown to Marshalls. From August 14, 1892. [28 july 92

Route 27187. Ambro to Rutledge. From August 14, 1892. [28 july 92

Route 27188. Tata Springs to Morristown. From August 14, 1892. [28 july 92

VIRGINIA.

Route 11941. South Hill to Lambert. From August 6, 1892. [29 july 92

R. P O. SERVICE CHANGES.

ATTALLA AND SYLACAUGA, ALA.—R. P. clerks extend run so as to end at Calera, Ala., increase in distance 31.66 ms., making whole distance 122.46 ms. To take effect August 15, 1892. The line to be known as the
ATTALLA & CALERA R. P O [2 aug 92

RAILROAD SERVICE ESTABLISHED.

OREGON

Route 173017. Baker City to McEwen Station (n. o.), Oregon. Sumpter Valley Rwy., 26.00 ms. and back, six times a week, or as much oftener as trains may run. From August 15, 1892. [aug 1 92

PENNSYLVANIA

Route 110213. Newport, by Ferguson, Elliottsburgh, Green Park, Loysville, Bixler, Centre, Cisma's Run and Andersonburgh, to Blain, Penn. Newport & Sherman's Valley R. R., 25.47 ms. and back, six times a week, or as much oftener as trains may run. From September 1, 1892. [1 aug 92

RAILROAD SERVICE CHANGES.

FLORIDA.

Route 123037. Kissimmee to Narcoossee. Saint Cloud Sugar Belt Rwy., 16.07 ms. Recognize service due or to become due in the name of the South Florida R. R. Co., evidence of change of title having been submitted. [30 july 92

MICHIGAN.

Ronte 137096. Williamsburg to Bay View, Chicago & West Michigan Rwy., 68.79 ms. Amend order of July 29, 1892, (Bulletin 3787), so as to state the date of beginning of service as August 8, 1892, instead of September 1, 1892. [1 aug 92

SOUTH CAROLINA.

Route 120041. Savannah to Columbia. South Bound R. R., 142 ms. From August 1, 1892, embrace Gifford, Hampton Co., S. C., on this route, between Suebelle and Fairfax, and North, Orangeburgh Co., S. C., between Stella and Senn. [30 july 92

MAIL MESSENGER SERVICE DISCONTINUED.

NEBRASKA.

Route 257042. Matson, Platte Co., from Omaha & Republican Valley Rwy. Route 157017. From July 30, 1892. [28 july 92

PENNSYLVANIA.

Route 210641. Grova City, Mercer Co., from Pittsburgh, Shenango & Allegheny R. R Route 110051 From August 6, 1892. [28 july 92

VIRGINIA.

Route 214239. Patterson, Wythe Co., from Norfolk & Western R. R. Route 114052. From August 6, 1892. [29 july 92

POSTMASTERS COMMISSIONED

Commissioned July 28, 1892.

FOURTH CLASS OFFICES.

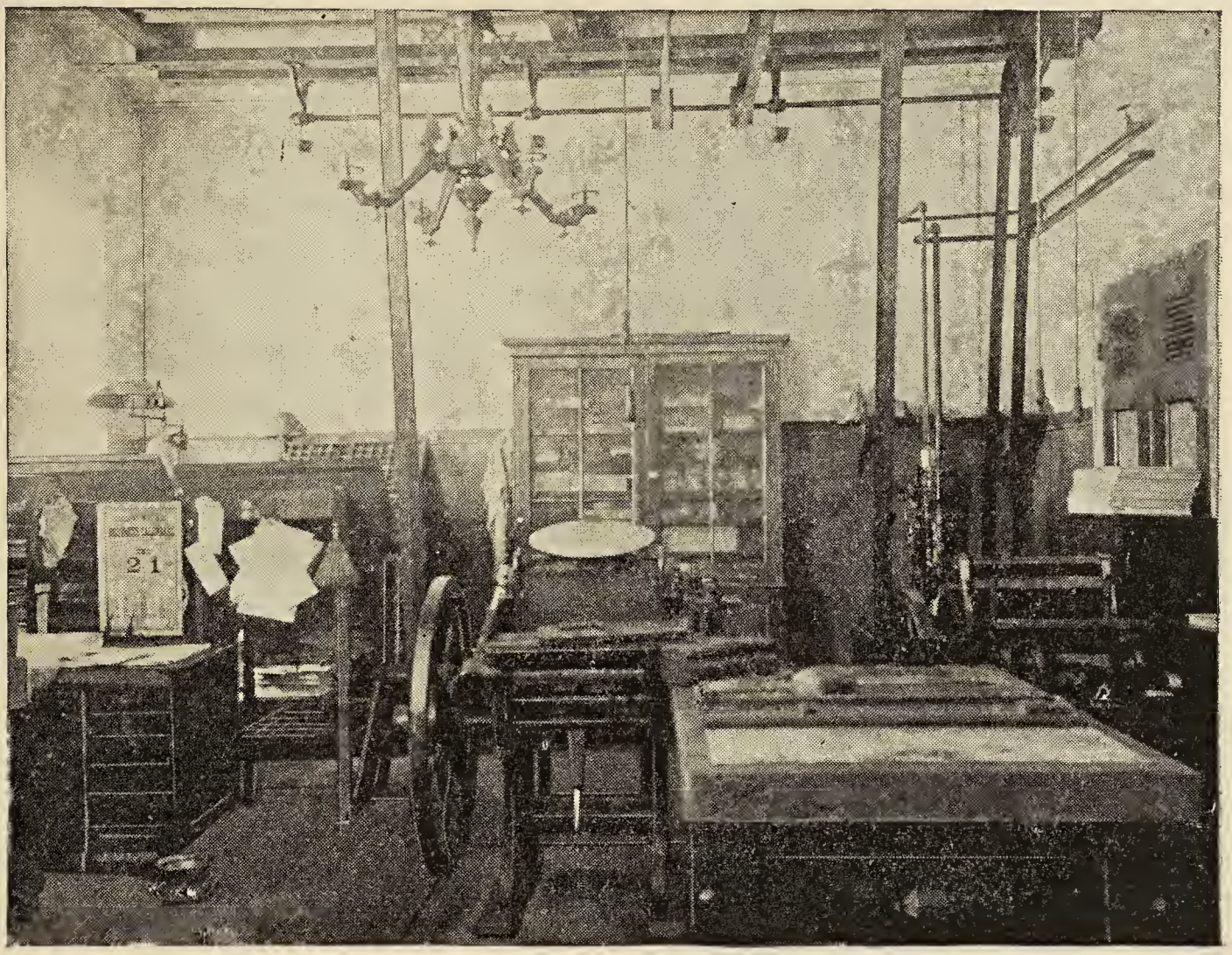
Eliza E. Orcutt ..... Orcutt, Cal
Henry H. Threemann ..... Somes Bar, Cal
Alfred Parker ..... Cimarron, Colo
Itose M. Colcord ..... Kokomo, Colo
Martin H. Streit ..... Parachute, Colo
Arthur C. Hartho ..... Swanzy, Mich
Francisco R. Y. Baca ..... El Pueblo, N Mex
Pascal Craig ..... Monero, N Mex
Isaac W. Cookson ..... Kansas, Ohio
John A. Harter ..... Linnville, Ohio
George C. Roberts ..... Carlton, Oreg
Peter W. Mess ..... Mount Angel, Oreg
Wm. E. Mulhollen ..... Langdondale, Pa
George W. Snider ..... Wardensville, W Va

New Offices.

Christain L. McKinnon, Red Bay, Walton Co. Fla
Charles S. L. Patton, Troy, Lincoln Co., La
Wm. H. Orr, Richland, Missoula Co., Mont
Fidel Martinez, Canjilon, Rio Arriba Co., N Mex
Manuel A Sauchez, Saint Patrick, San Miguel Co., N Mex
Hamiltou Hulse, Cahoonzie, Orange Co., N Y
Mary Flaugher, Abberdeen, Linn Co., Oreg
Llewellyn E. Haaf, Haalsville, Lehigh Co., Pa
Edward Kleser, Calhoun Falls, Abbeville Co., S C
Hiram Church, Churches, Hancock Co., Tenn
Annie B. Hnpman, Kincaid, Highland Co., Va
Hattie L. Laird, Martin, Kittitass Co., Wash
Wm. F Eckhart, Wabash, King Co., Wash

A FAC SIMILE OF THE DAILY RAILWAY MAIL BULLETIN.

vice, were copied daily upon manifold sheets by a clerk named William H. Powell, who was detailed from the office of the First Assistant Postmaster General for the purpose. Naturally many mistakes were made, and a mistake once made (from fourteen to sixteen manifold impressions were written at a time) it was almost impossible to correct it; and moreover, whatever errors crept into these manifold sheets were, of course, repeated in the offices of the division



THE PRINTING OFFICE OF THE DAILY RAILWAY MAIL BULLETIN.

superintendents. The growth of the Railway Mail Service, too, called for a more expeditious system of disseminating this information; and accordingly, in February, 1880, Mr. Thomas B. Kirby, then private secretary to Postmaster General Key, consulted with the Postmaster General, with Mr. William B. Thompson, then General Superintendent of the Railway Mail Service, and with General Tyner, then First Assistant Postmaster General. All agreed that if orders could be distributed in printed form to the division superintendents, it would be a great convenience not only to the Railway Mail Service, but also to nearly every branch

of the Department, for each would know what the other was doing.

The way was cleared and immediately the *Bulletin* was sought by nearly every branch of the Department, and especially by the First Assistant Postmaster General and the Sixth Auditor, to obtain correct lists of new postmasters. It soon began to be used for the orders of the Postmaster General, which it was important to have in the hands of the leading postmasters, as well as the division superintendents, in advance of the publication of the *Monthly Guide*. February 3, 1880, the printing of envelopes and mailing lists was begun, and on March 4, 1880, the first issue of the *Daily Bulletin* left the press. It was intended at first to issue it every evening, so as to catch the 10 P. M. mail out of town, but that was not found satisfactory, as many newspaper correspondents desired to have it in the afternoon for clipping purposes. The *Bulletin* has been of the greatest use in emergencies; for once the Department was without the supplement to the *Postal Guide*, and had it not been for the *Daily Bulletin*, the mail service generally would have been wholly at a loss.



MR. JAMES S. GRAY,
Editor, the Railway Mail Bulletin.

The *Bulletin* is put to press at three in the afternoon. It is ready for mailing or for distribution among the correspondents by four or five; and probably this little daily is more clipped from than any other Washington publication. Every day, of course, postmasters are appointed or commissioned, and orders putting on new railway and star mail service are issued, and these are all of local interest, and are consequently culled by the newspaper men and telegraphed to their papers. The *Bulletin* is printed only on one side of the sheet to accommodate them the better, and so that it may be the better posted in conspicuous places. This paper first had a circulation of

200 copies daily. It has now over 1,000. Of this issue 100 or more are mailed to division superintendents, 300 to important postmasters, 50 or more to newspaper correspondents, 200 to the different bureaus of the Department, and 400 or more to various persons throughout the country.

Mr. James S. Gray now edits the *Bulletin*, and Mr. A. J. Crossfield is foreman of the *Bulletin* office. Mr. Gray was appointed a clerk in the Railway Mail Service in 1873, and soon after detailed to the office of the General Superintendent. At first one printer was employed; now there are five. When the *Bulletin* was first issued the press-work was done by foot power, but circulation increased so rapidly and miscellaneous job work for the Department was necessarily put upon the printing room so much, that in April, 1887, a four horse-power engine had to be procured. Steam is communicated from the engine room of the Department. The machinery consists of one Gordon extra ($\frac{1}{4}$) medium, 11 x 17, and one Universal ($\frac{1}{4}$) medium, 10 x 15 press, a Dewley paper cutter, a proof press, a mailing machine, two imposing stones, one cabinet of twenty-two cases, and a full assortment of type.

RAILWAY MAIL SERVICE

SECOND DIVISION

COMPRISING

New York, New Jersey Pennsylvania, Delaware, and Peninsula of Maryland and Virginia

ANNUAL REPORT

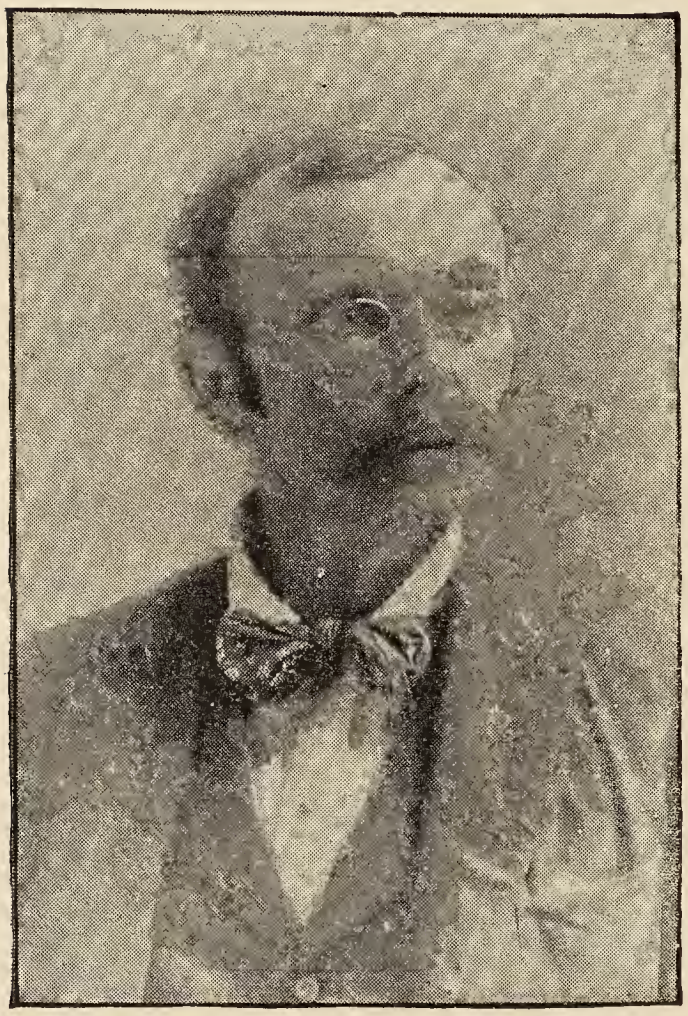
(ABSTRACT OF STATISTICS SHOWING PROGRESS IN SECOND DIVISION FROM 1888 TO 1892.)

No. 1986 NEW YORK, JULY 15th, 1892 Appendix

	FISCAL YEAR—JULY 1ST TO JUNE 30TH		
	1888	1891	1892
EQUIPMENT:—			
No. of R. P O. Lines	162	177	164
No. of R. P Clerks	665	726	765
No. of R. P Clerks who actually distribute mail	577	643	
No of Post Offices	5,753		
Increase in No. of Clerks in 5 years			
Increase in over 1891			
MAIL DISTRIBUTED:—			
No. of Letters, (including City letters			
No of Papers			
&c.			

The topographer's office is directly attached to the office of the Postmaster General, and is chiefly of use to the Railway Mail Service and the other divisions of the Second Assistant's office. The topographer, Mr. Charles Roeser, of Wisconsin, occupies with his clerks the second and third floors of a rented building on Ninth Street not far from the Department. Mr. Roeser has graduated at engineering from the Lawrence University in Wisconsin, and at law from the Columbia Law School in Washington. He entered the public service soon after his service in the war was over, under the patronage

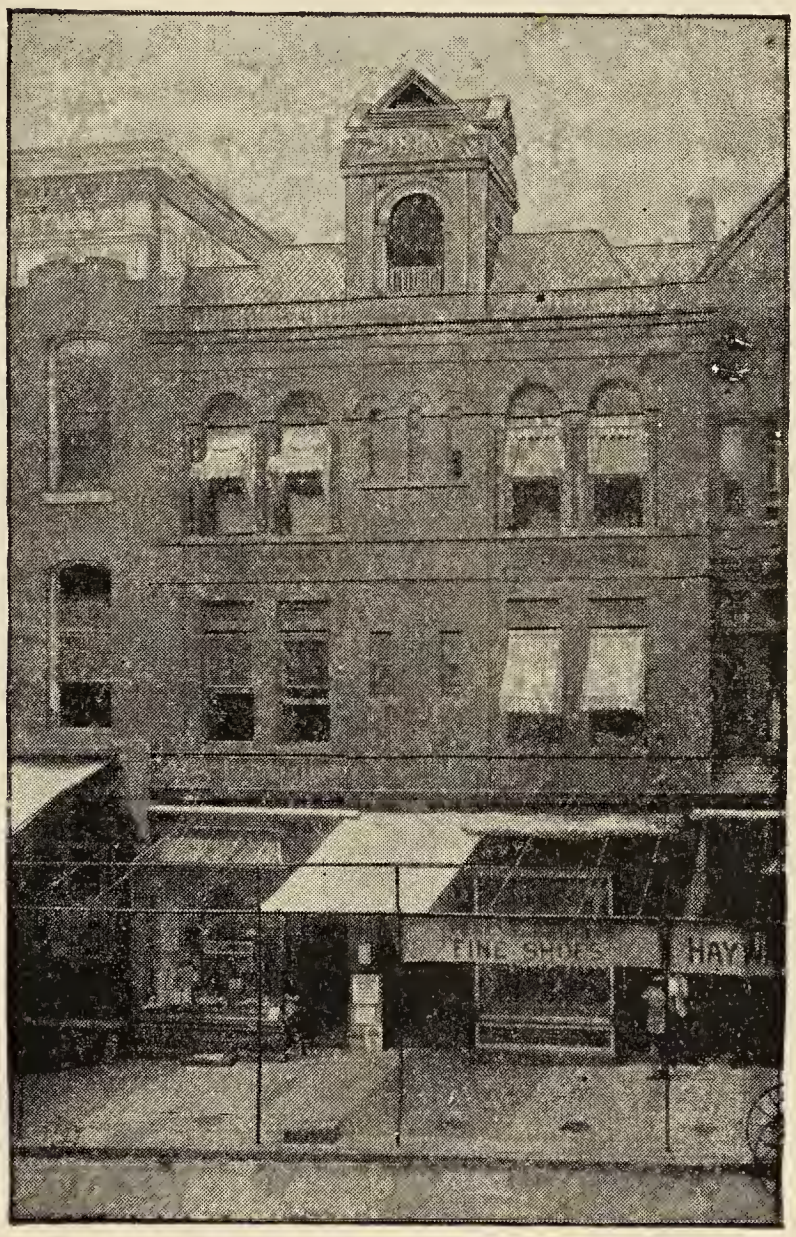
of Senator Sawyer. He was soon chief draughtsman of the General Land Office, and in 1876 he prepared for the Interior Department the centennial map and the centennial atlas, and later the annual map of the United States which is still in use. In 1882 Postmaster General Howe called Mr. Roeser to the topographer's office to reorganize it. The new officer changed the process of reproduction to photo-lithography, made the issues timely and uniform, and for half the money published four times as many maps.



MR. CHARLES ROESER,
Topographer of the Department.

The work of the topographer's office consists of projecting and compiling the original drawings of post-route maps of the general edition to replace old, worn-out, and inaccurate maps, and of tracing and lettering them for photo-lithography, preparing special drawings of enlarged sub-maps of the evirons of the principal cities, making sample diagrams of special editions of states and territories for the Railway Mail Service to exhibit the different lines and their connecting side mail routes; and testing new photo-lithographic maps received from the contractors. In the preparation of the successive bi-monthly editions of sheets of the printed maps, all the recorded orders about the sites of post offices and their mode of supply are transferred to the working maps, correction sheets, and sample sheets. This exhibit is also regularly transferred to the numerous maps or diagrams required for daily reference at the Department. Miscellaneous routine work consists of issuing copies of printed post-route maps to the agents of the Department, purchasers, Members of Congress, and others, and the correspondence connected with all this; computing and certifying post-route distances for the settlement of questions of mileage required by public

officers, furnishing lists of counties and lists of the distances of post-routes between the more important points; mounting maps in different forms; keeping up to date the published editions by the map correctors; preparing color guides, which show the frequency of service, and county and state boundaries, for the contractors; and entering in duplicate the establishments and changes in post offices in books classified by states for the use of the draughtsmen.



EXTERIOR, TOPOGRAPHER'S OFFICE.

This bureau publishes twenty-six maps. They are found to be especially valuable for their large scale and their accuracy without any superfluity of detail. They form, in reality, pictorial outlines setting before the eye the great features of the postal service for extended regions; and as a knowledge of geography and of post routes is most easily acquired by the study of authentic maps, they are a most important auxiliary for the intelligent performance of the duties of the postal employees. The maps are not only in constant and urgent demand by the different offices of the service, but they are also in great requisition by the other departments, and by publishers, commercial agents, and others. The Department, of course, finds itself unable with the limited appropriation always allowed by Congress, to supply the post-route maps in large numbers. Each Senator or Representative is entitled to one map per session free under the law. The number distributed to the Post Office and the other departments is very limited, too. Maps are disposed of to general applicants at the



FAC SIMILE OF PART OF POST-ROUTE MAP.

cost of printing plus ten per cent. The Department issues a small sheet showing what the maps are, and what their prices. These last vary from 33 to 66 cents in sheets to $1.10 to $2 for maps backed and mounted on rollers.

The topographer's office furnishes from 1,500 to 2,000 maps to postmasters annually, perhaps 2,500 annually to the Railway Mail Service, probably 1,500 annually to the offices and clerks of the



INTERIOR, TOPOGRAPHER'S OFFICE.

Post Office Department, and about 1,000 each to public officials and institutions and to the general public; and the topographer receives over 5,000 letters a year and writes almost 7,000.

The money appropriated for the *Postal Guide* is, of course, insufficient, and it is often with difficulty that publishers of responsibility are induced to bid for the publication of it at all. The Annual Guide is a book of nine hundred pages or more. It is issued each January, and contains an alphabetical list of postmasters by states and counties (and the county seats are indicated), information about the registry system, lists of life-saving stations and army posts,

UNITED STATES OFFICIAL POSTAL GUIDE.

COPYRIGHTED, 1892.

ORDER No. 129. POST OFFICE DEPARTMENT, WASHINGTON, D. C., September 15, 1892.

During the remainder of the fiscal year ending June 30th 1893, all postmasters and railway postal clerks will be supplied monthly by this Department with the **United States Official Postal Guide.** the only *Official Bulletin* of the Post Office Department. JOHN WANAMAKER, *Postmaster-General*

SECOND SERIES.] Vol. XIV. No. 10.] OCTOBER, 1892. [PRICE, $2 00, Per Annum. Including large January Guide.

CONTENTS.

Rulings.

The President's Proclamation—The Four Hundredth Anniversary of the Discovery of America.

Treatment of Pensioners' Official Letters.

Reward for Mail Robbers.

Endorsement of Private Enterprise by Postal Officials Forbidden.

Orders, Circulars and Statistics.

ENTERED AT THE POST OFFICE AT PHILADELPHIA PA. AS SECOND-CLASS MATTER.

FAC SIMILE, FIRST PAGE, MONTHLY POSTAL GUIDE.

other matter for the assistance of postmasters and the public, orders for all the postal people to follow, regulations about foreign mails, money orders, lotteries, mail bag repairs, exchanges of mails with Canada, and so on. Each postmaster is provided with a copy and the publisher sells them in paper covers at $2, and in cloth covers at $2.50. These prices include the monthly supplement. The annual and monthly *Guide* are also found to be of considerable use to business men and organizations accustomed to use the mails profusely.

The monthly *Postal Guide* contains information supplementary to that printed in the Annual Guide. The Postmaster General and his assistants communicate to postmasters and the public rulings, orders, parcels post or money order conventions, etc., in addition to the lists of new post offices; and now and then, some really original observations dare to creep in. The Department not long ago arranged with the publisher of the *Guide* to supply the monthly supplements at one cent a copy. The former price had been five cents a copy. But this effort to popularize the publication met with small success. Matter of some real interest and value was injected, but it was out of the run of the cobwebs, and the appropriation (which has to be specific for the *Postal Guide*, as for every object in the Post Office Department, and in all the departments) was promptly cut down. And now the old time liver-pill advertisement has to be admitted in order to secure a publication at all.

So the efforts to make the *Guide* a real medium between the Department and the people failed. It remains merely a medium between the Department and the postmasters, and it is a poor one at that, for postmasters, finding that it lacks interest, do not read it, or reading it, they do not understand it all. For those who try to improve the *Guide*, however, there is one small source of satisfaction. The educational methods which Postmaster General Wanamaker has so much desired to infuse into the service, the information upon postal topics which the press has of late so generously and so generally imparted, the invitation to all persons freely to criticise the service, — these things, supplemented a little perhaps by the partial popularization of the *Guide* under the distressing circumstances above mentioned, have perceptibly improved the service. For the letters that go wrong or slowly (which are the test of

"DON'TS."

Don't mail any letter until you are sure that it is completely and properly addressed.

Don't place the address so that there will be no room for the post-mark.

Don't fail, in the hurry of business, to write the name of the State you intend and not your own — a very common error.

Don't fail to make certain that your manner of writing the name of an office or State may not cause it to be mistaken for one similar in appearance. It is often better to write the name of the State in full.

Don't fail, if you are in doubt as to the right name of the office for which your letter is intended, to consult the Postal Guide, which any postmaster will be pleased to show you.

Don't fail to give the street and house number of the person for whom mail matter is intended in addressing it to a city or large town.

Don't mail any letter until you are sure that it is properly stamped.

Don't fail to place the stamp in the upper right hand corner.

Don't write on the envelope "In haste," "Care of postmaster," etc. ; it does no good, and tends to confusion in the rapid handling of mail matter.

Don't fail to bear in mind that it is unlawful to enclose matter of a higher class in one that is lower ; *e. g.*, merchandise in newspapers.

Don't mail any letter unless your address, with a request to return, is upon the face of the envelope ; so that in case of non-delivery it will be returned directly to you.

Don't fail to give your correspondents your full address, so that a new postman cannot fail to find you.

Don't fail to notify your postmaster of any change in your address.

Don't trust to the fact that you are an "old resident," "well-known citizen," etc., but have your letter addressed in full.

Don't fail, if you intend to be away from home for any length of time, to inform your postmaster what disposition shall be made of your mail.

Don't delay the delivery of any mail-matter that you may take out for another.

Don't fail to sign your letters in full, so that if they reach the Dead Letter Office they may be promptly returned.

Don't, when you fail to receive an expected letter, charge the postal service with its loss, until you have learned from your correspondent all the facts in regard to its mailing, contents, etc.

AS TO PARCELS.

Don't mail a parcel without previously weighing it to ascertain proper amount of postage.

Don't wrap a parcel in such manner that the wrapper may become separated from the contents.

Don't seal or wrap parcels in such manner that their contents may not be easily examined.

Don't mail parcels to foreign countries without special inquiry concerning the regulations governing foreign addressed mail matter.

Don't attempt to send merchandise to foreign countries, other than Canada and Mexico, in execution of an order or as a gift, unless the postage is prepaid at five cents per half-ounce.

Don't attempt to send merchandise to foreign countries by "Parcels Post," unless your postmaster be consulted concerning the country addressed and the manner of mailing matter thereto.

Don't fail to put the address of the sender on each parcel before mailing. This to facilitate a return to the sender in the event of non-delivery.

irregular or inadequate service) have decreased in numbers so much that the Dead Letter Office, the index of this business, has actually cleared its desks of work; and this fact proves that it would be actual economy, in columns of indisputable figures, if there might be some official or semi-official countenance of these educational methods. For the expense involved in rectifying the errors of the public would surely be decreased; and in addition, the public would not be inconvenienced in the meantime.



AMONG THE MAIL LOCKS AND THE BAGS.



THE Mail Equipment Division of the Second Assistant's office provides the service with mail bags of all kinds, mail locks and keys, and mail bag catchers, and the various devices, like cord fasteners, label cases, etc., which pertain to these equipments. It prepares advertisements inviting proposals for furnishing these articles, receives the proposals, and prepares contracts. It issues orders for the purchase of new materials, receives, inspects, and accepts them, and issues them again whenever and wherever they are needed. This division controls and cares for all these things after they have been put in service, sees that they are economically and properly used and are not allowed to accumulate and lie idle at places where they are not needed, and provides that the damaged stock shall be repaired and restored to service. There are three funds at the disposal of the division: one of $260,000 for the purchase and repair of mail bags and mail catchers; another of $35,000 for the purchase and repair of mail locks, keys, and chains; and yet another of $6,500 for the rent, fuel, and lighting of the mail bag and mail lock repair shops in Washington. The Mail Equipment Division is presided over by Maj. R. D. S. Tyler, who served in the Rebellion with the 81st New York Infantry. He won promotion to a captaincy and was wounded at Cold Harbor and breveted a major for bravery. He was engaged in the publishing business in Detroit for fifteen years before his appointment. Major Tyler is an enthusiast in his work. The mantels, shelves, and walls of his office are tastefully decorated with mail bags, locks, etc.

There are nine different styles or classes of mail bags in use by the Post Office and from one to five sizes of each class. The first s the ordinary mail pouch, made of leather, and in five sizes. They

are intended for the transmission of ordinary first-class mail matter in vehicles of any kind. The No. 1, or largest pouch, is being withdrawn from use. The No. 2 pouch, the largest size now made, costs $4.95, and the smallest size, the No. 5, costs $1.71. About five years ago as many as 16,000 new leather pouches were annually required, but now, notwithstanding the tremendous increase of mails, only about 10,000 are purchased yearly. This reduction is due to the excellent work performed in the bag repair shop. It is believed that pouches made of canvas, instead of leather, will be found more durable as well as handier and a great deal cheaper, and it is not improbable that before long the leather pouches may be entirely superseded by the canvas ones.

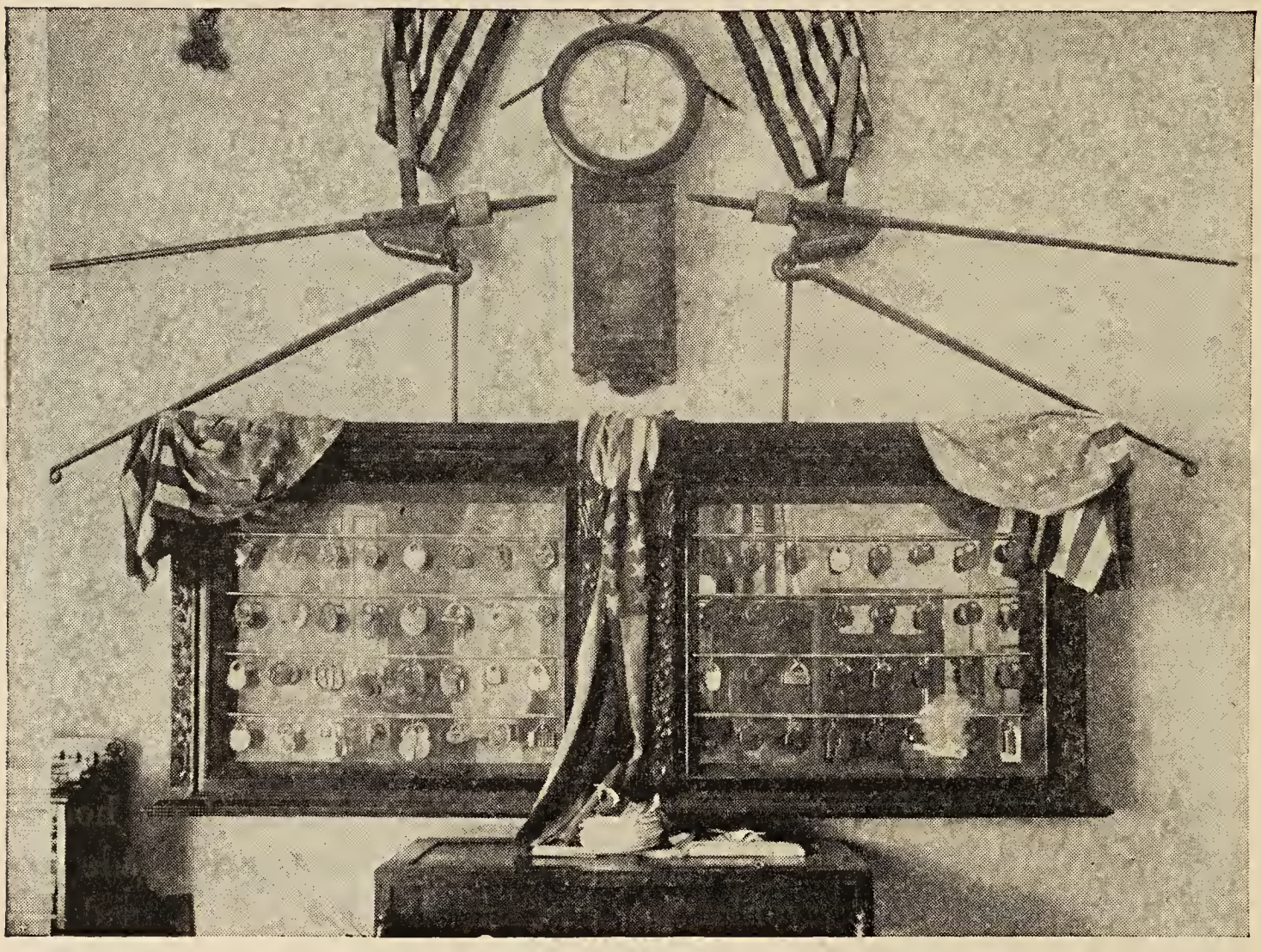


MAJ. R. D. S. TYLER,
Chief, Mail Equipment Division.

The second class of mail bags comprise leather horse bags; and they are intended for use on star routes where it is found necessary to carry the mail on horseback. There are three sizes of them, and they are made so that they may be conveniently buckled on behind a saddle. They cost from $4.83 to $3.51, according to size; and it is found necessary to purchase about 1,200 new ones each year. The third class consists of jute canvas sacks. They are used only for the transmission of second, third, and fourth class matter, not registered. They are made in three sizes, the first two sizes of jute canvas cloth, and costing from 43 to 50 cents each, and the third size of cotton canvas cloth and costing about 27 cents apiece. It is proposed to have the No. 1 and No. 2 sacks also made of cotton canvas instead of jute, and 1,500 of these are now on trial on trains between New York and Chicago. All these sacks are used without locks, and are closed by means of a cord, with a cord fastener and label case attached to it. About 9,000 of them are needed daily for

the New York post office alone, and about 162,000 new ones of the large size, No. 1, 20,000 of the No. 2, and 10,000 of the small size are purchased annually.

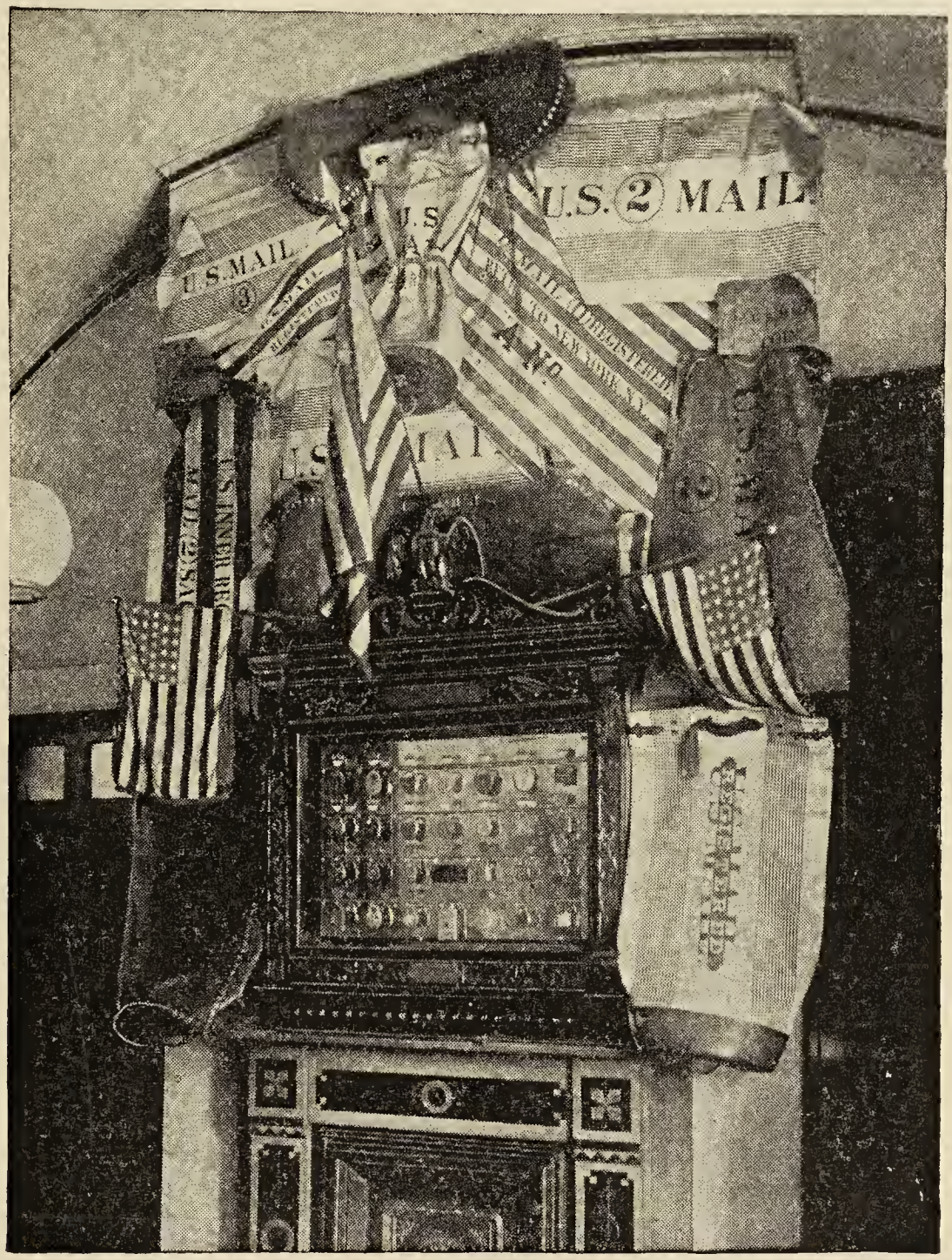
The fourth kind of mail bag, the catcher pouch, is used on trains in exchanging mails with stations at which the trains do not stop. The pouch is hung upon a crane by the side of the track, and is caught from the crane, as the train passes, by an iron arm called a



REJECTED LOCKS IN THE MAIL EQUIPMENT DIVISION.

catcher, attached to the postal car. These pouches are of but one size, are made of canvas strengthened by leather bindings around the top and bottom and with a leather strap around the centre, and cost $3.27 each. As these pouches are used only upon fast lines and for small stations, the number in use is not large, but the wear and tear upon them is very great; so that it is necessary to purchase about 6,000 new ones annually. About 150 damaged ones are sent to the repair shop daily. The division superintendent of the Railway Mail at New York has to be supplied with about 500 of these pouches every fortnight.

The fifth class of mail bag is the through register pouch. No. 2 is the size chiefly used, and there is no contract now for making the small size, the No. 3. This is the most expensive of all the pouches. It costs $8.43 for size No. 1 and $6.87 for No. 2. It is made of



LOCKS AND BAGS IN THE MAIL EQUIPMENT DIVISION.

canvas, but it has a leather bottom. It is used, where special authorization is had, to convey registered matter between large cities at the terminals of railroad routes. Formerly it was the practice to condemn and cut up these pouches as soon as they were damaged in the slightest respect, even by a hole big enough for a pencil; and it was then necessary to purchase about 2,000 of these pouches yearly.



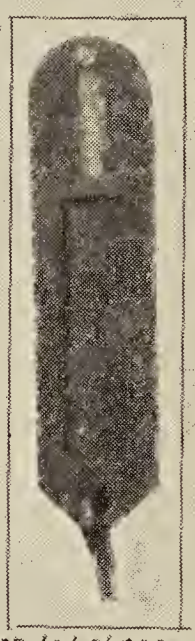
Brass Mail Lock, for through & Registered Mail on Star Routes; Adopted, 1870.



"City Service Mail Lock," for Street package boxes in Cities, 5 Combinations.



Street Letter-box padlock, 4 combinations, made by Altering the "U.S. through Mail Lock."



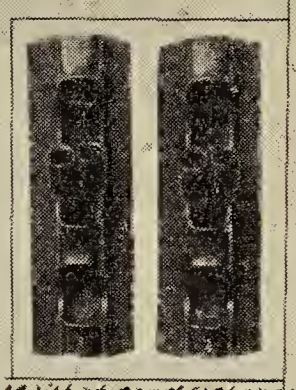
Iron Label Case Attached to every Leather pouch.



"U.S. General Mail Lock" ("Eagle Lock") in use from 1870 to 1883, and now restored to service.



Through Mail Lock; Adopted in 1880; put in use, in 1889 as a Street Letter-box Lock.



Mail bag cord fasteners and Label cases, combined; used to hold the cords of jute sacks.

LOCKS IN USE BY THE DEPARTMENT.



Inside Street Letter-box Lock, 5 combinations; used on collection boxes in some of the Larger cities.



Street Letter-box padlock, 26 combinations; Adopted 1875.



City Mail Lock, 10 Combinations, Adopted in 1880; used in cities on pouches between main offices and stations.



Through registered Mail Lock, adopted 1881, used on through registered pouched and inner registered sacks.



General Mail Lock, adopted in 1880; gradually being replaced by the "Eagle Lock."

But now they are repaired with such care and skill that the repaired pouch is as safe as a new one; and in the past five years, since the system of repairing began, only 1,000 through registered pouches have been bought.

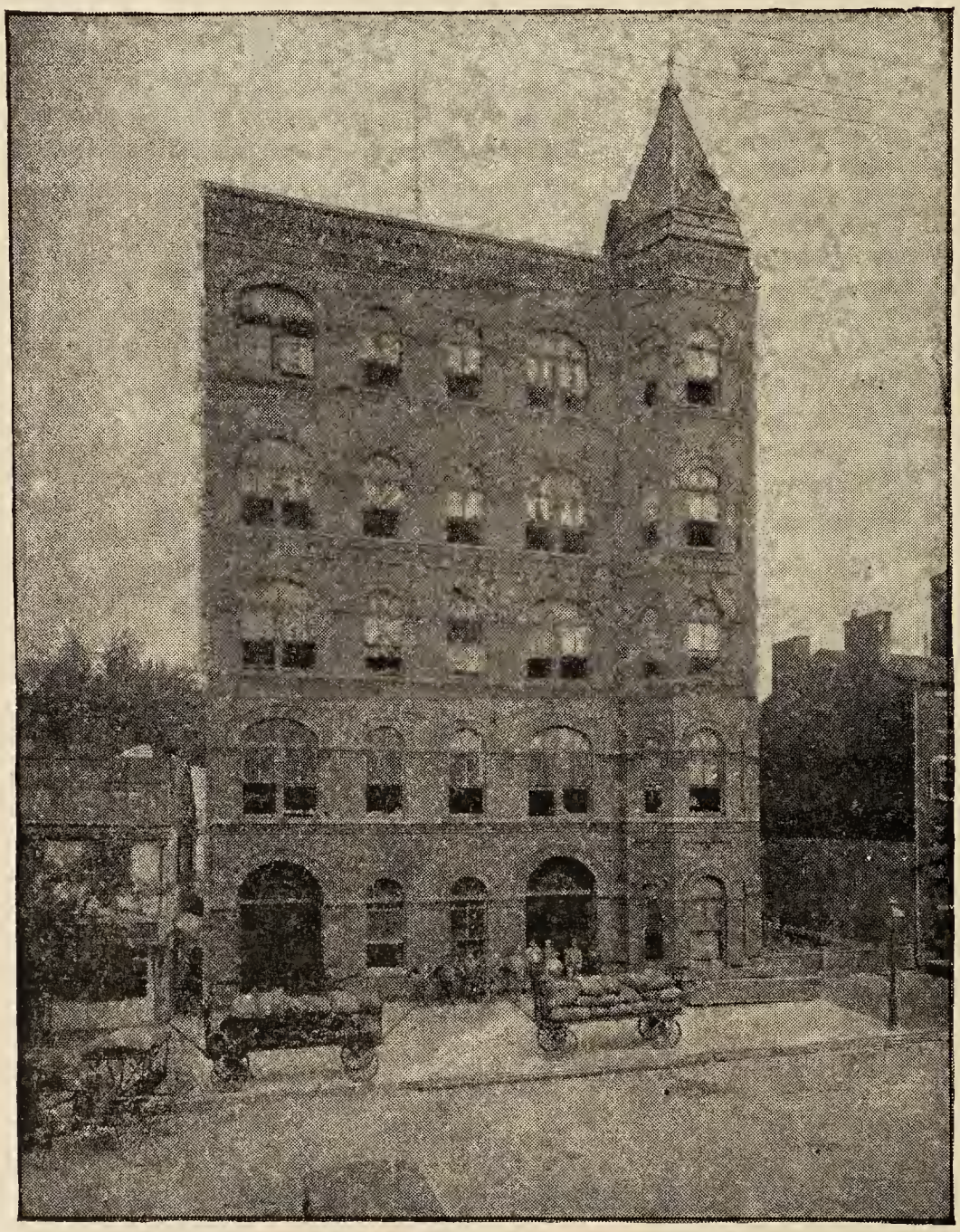
These bags are closed with a peculiar lock which costs $2.50. Each lock is lettered and numbered, and has besides a rotary number which changes whenever the lock is opened. Every man who handles a through registered pouch while it is in transit is required to give a receipt for it under the letter and number, and also the rotary number, of the lock with which it has been closed. It can thus be readily traced; and it can be ascertained in whose care it was if at any time it should be opened.

The sixth class of mail bag is the inner register sack. This is intended for the transmission of registered matter between offices not situated at the terminals of railroad routes. These sacks are of light canvas, red striped, and of four sizes, and they are always used inside the ordinary leather mail pouches of the same numbered size. They cost from 57 to 97 cents apiece, and about 1,000 new ones are bought each year. No post office may exchange either through register pouches or inner register sacks with another office until specially authorized to do so by the Third Assistant Postmaster General.

The seventh and eighth classes of mail bags are the foreign canvas sacks and the foreign registered sacks, the first used for ordinary mail and the second for mail registered to foreign countries. They are made of light canvas, those for ordinary mail blue striped, and those for registered mail red striped. These sacks have no lock, but are closed by sealing. About 1,500 new ones are required each year. The ninth kind of mail bag is the coin sack, a very small cotton affair, about ten by twelve inches, used by postmasters at the smaller offices for sending their money to the larger offices for deposit. These sacks are made in the mail bag repair shop.

The mail catcher is a heavy iron arm, which is furnished by the Mail Equipment Division to the division superintendents of the Railway Mail to be fitted to the side doors of all postal cars, and used to catch pouches hung from cranes at stations while the train is in motion. The catcher first used cost $15, but now it costs only $3.25, and its durability and form have been much improved upon. From

three hundred to four hundred catchers are spoiled in a year. For the past two years these damaged catchers, sent to Washington by mail, have been repaired by the Department in a small blacksmith shop, employing two good men, in the rear of the bag repair shop. The utmost care has to be used in the repair, as well as in the manu-



THE BAG AND LOCK REPAIR SHOP.

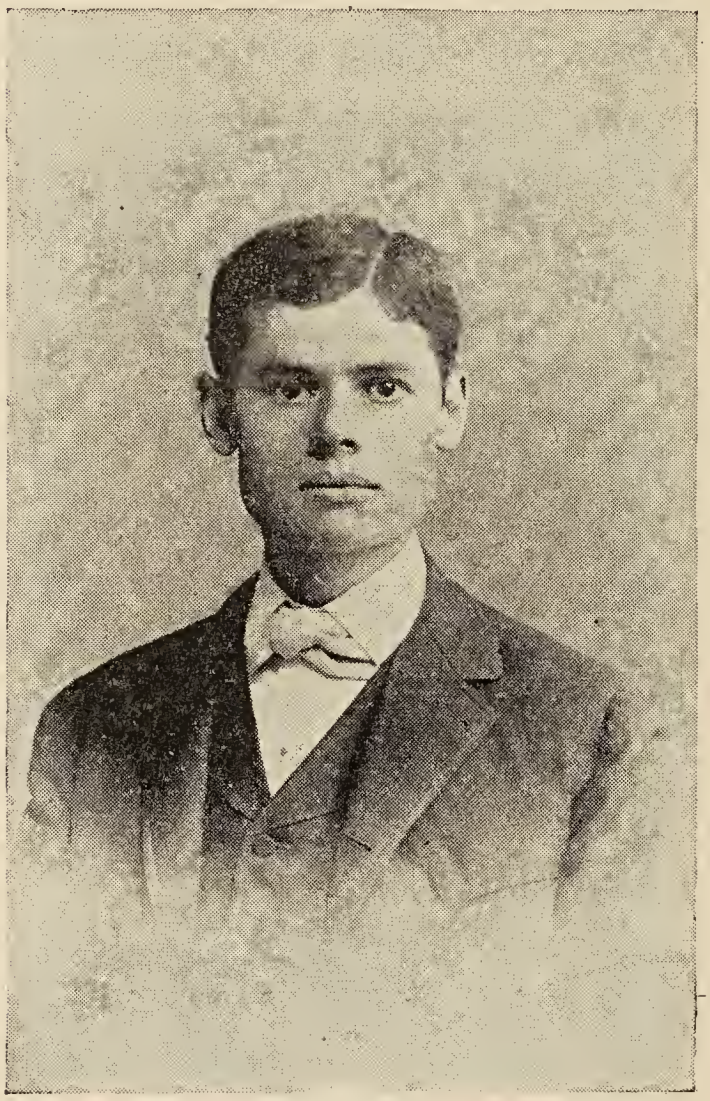
facture, of these catchers, for if one should fly to pieces it would be pretty sure to kill the railway postal clerk who happened to be manipulating it. The cost of repairing the catchers is about twenty-five cents, whereas formerly they were repaired by the contractor at a charge of $1 each; and he received free, into the bargain, all the material of those not worth repairing.

The jute canvas sack is closed by means of a cord running through

a row of eyelets punched around the mouth of the sack, and the ends of the cord are clamped together and fastened by means of a small metal device called a cord fastener, which has a case for a label on the back of it. The cost of the cord fastener used to be a little less than ten cents apiece for the manufacture, and five cents apiece for royalty. But about two years ago the owner of the patent, having already received royalties amounting to more than $30,000, in consideration of an additional order for the manufacture of 100,000 cord fasteners, assigned his patent to the Department; so that now no royalty is paid. The 100,000 then ordered have been used, and it has been found necessary to purchase 170,000 more, which were obtained at the reduced cost of a little over five cents apiece. About 100,000 new cord fasteners are required annually. Some time ago fifty new devices for cord fasteners, submitted by as many inventors, were examined by the Department, but no improvement upon the present device was found. These inventors asked royalties varying from one and one half cents to seventy-five cents apiece; or they were willing (quite as generously) to sell their patents outright for from $5,000 to $50,000.

Before 1875 all the repairs to mail bags were made in a few of the larger cities under direction of the postmaster, who made contracts with private individuals. Twenty-five cents was paid for each leather patch upon a mail pouch. It was discovered, however, that gross frauds were perpetrated upon the Department, for patches were put upon many sound bags that were in need of no attention at all, and bags still serviceable, but requiring a little attention, were condemned and cut up. So in '75 and '76, when Marshall Jewell was Postmaster General, the entire system was changed, and there were established five repair shops in Washington, New York, Chicago, St. Louis, and Indianapolis. These were situated in the post offices and were under the immediate supervision of the postmasters. Each shop had from six to fifteen employees who received stated salaries. This was a great improvement. But shortly after assuming charge of the Mail Equipment Division, Major Tyler discovered that very large numbers of mail bags of all kinds lay idle and useless throughout the country for the need of slight repairs, and that, indeed, there were about 400,000 such in the post offices at New York and Washington alone. The Department accordingly discontinued the repair

shops at New York and Indianapolis, and later the one at St. Louis. The repair shop in Chicago has twelve employees, who repair about 200,000 mail bags in a year at a cost of something less than $10,000. But only light repairs are made in Chicago; all mail bags that need heavy repairs, or that ought to be condemned, are sent to the Washington shop. Formerly every person who repaired bags was at liberty to condemn them at his own sweet will. There was, of course, great waste. But now they have inspectors, whose duty it is to examine all bags sent in, to condemn such as actually ought to be condemned, and distribute the others equitably among the workmen. It is their duty, too, to see that the work has been properly done.



MR. FRANKLIN B. KIRKBRIDE,
Superintendent, Bag and Lock Repair Shop.

The repair shop in Washington is now very well equipped. It has a superintendent of its own, and is under the supervision of the Mail Equipment Division and the Second Assistant. The superintendent is Mr. Franklin B. Kirkbride, son of the late Dr. Thomas S. Kirkbride, for more than forty years physician-in-chief at the Pennsylvania Hospital for the Insane, and grandson of the late Benjamin F. Butler, of New York, who was Attorney General and Secretary of War under Jackson and Attorney General under Van Buren. Mr. Kirkbride was born in Philadelphia in 1867, graduated from Haverford College in '89, and studied abroad. In August, '91, he was appointed stock-keeper of the bag shop, and in a few months he was promoted to be superintendent of both the bag and lock shops. These two occupy a large brick building at 479 and 481 C Street, N. W., fifty feet wide by one hundred and forty feet deep. It was formerly of three stories, but two new ones have just been added.

There are about two hundred and thirty employees in the whole place, one hundred and twenty of whom are men. The women are jute sewers, and patch and otherwise repair and restring the jute canvas sacks. They receive three and one half cents apiece per bag, and are expected to average thirty-eight bags a day. The men are a superintendent and two assistant superintendents, leather and canvas workers, and laborers. The leather workers are skilled mechanics and repair the leather mail pouches, horse bags, and the leather parts of catcher pouches and through register pouches. They are paid $75 a month each, when they have attained the required proficiency; and they can repair twenty to twenty-four leather pouches each a day. The canvas workers are skilled workmen in canvas and also receive $75 per month. They repair catcher pouches, through register pouches, and foreign mail bags. The laborers receive $50 a month and are occupied in receiving, shaking out, handling, packing, and reshipping the mail bags. The amount of work required is greater than ever before and the efficiency of the shop is proportionately greater. About 35,000 jute sacks, four hundred leather pouches, and one hundred catcher pouches are repaired each day. A large amount of surplus stock besides the damaged stock is shipped hither from all over the country, to be overhauled, packed, and reshipped where needed. About 200,000 mail bags are received, overhauled, and reshipped from this bag shop with every thirty days.

A few mail bags are repaired by postmasters in small country places. When a bag containing mail in transit is received by a postmaster in a damaged condition, and he has on hand no sound bag to substitute for it, he is authorized to have repairs made; and he presents his bill to the Equipment Division for auditing. The total annual cost of such repairs for the whole country, however, is less than $400.

The business-like methods of the repair shop have greatly reduced the amount of new stock required to be purchased. During the past two years only 23,000 leather mail pouches and 1,000 through register pouches have been bought, while during the preceding three years 49,500 leather pouches and 3,400 through register pouches had to be purchased; and there were almost 25,000 fewer jute sacks bought in the past three than in the preceding three years. About $160,000 is spent annually for new mail bags and catchers, and



REPAIRING LEATHER POUCHES.

about $100,000 for repairing them. If it were not for the repair shop it is almost certain that the cost of the mail equipment would be twice $260,000. All mail bags are purchased under contract that run for a period of four years. A contract ends on March 3, 1893, for example, and new contracts have to be advertised for; and so on.

There are about fifty mail bag depositories scattered through the country where more or less surplus stock is kept to supply the adjacent region upon orders from the Mail Equipment Division. Eleven of these depositories are at the eleven headquarters of the division superintendents of the Railway Mail, and it is at these principal depositories that all the surplus equipment from the surrounding states is turned in, — and it is at these points chiefly that the new stores are needed.

The locks used by the Post Office Department had best be divided for purposes of description into two classes: those used for securing mail matter while it is in transit in mail bags, and those used for securing the safety of mail matter that has been deposited in street letter boxes for collection. There are three kinds of locks of the first class. One, the general mail lock, is made of iron, and is used in locking leather mail pouches and horse bags, which contain ordinary first-class mail. There are far more locks of this kind in use than of any other. Probably as many as 500,000 of them are scattered over the United States. The second, the brass lock, is used to secure through mail in pouches passing over star routes. Brass lock service is used over only a very small number of these and is authorized by the Third Assistant Postmaster General where the through registered mail is very heavy. Probably not more than 1,000 of these are continually in use.

The third kind of lock used to secure mail in transit is the "rotary" or "through register" mail lock. This is used on every through register pouch and inner register sack whenever exchanges are authorized by the Third Assistant. There are probably about 12,000 of these locks in use. They are made of brass, are of a cylindrical shape, and have upon one side a "spring-cat," which, upon being pushed back, exposes, beneath some mica, four figures. These figures number from 0 to 9999 and vary consecutively, advancing one every time a lock is opened. As pouches fastened

with these locks are receipted for under the rotary number of the lock, it is readily ascertained if the pouch has been improperly opened and also, as has been hinted, who is responsible.

The street letter box locks are either padlocks attached to the outside of the collection boxes, or else inside street letter box locks, which are not padlocks, but are attached to the inside of the collection box. There are many different combinations of the inside street box locks. They cost eighty cents apiece originally, and the services of a regular mechanic are required to put them on and take them off. But they are more durable and safer than the padlock. They are used only in a few of the larger cities. There are about 10,000 of them in all.

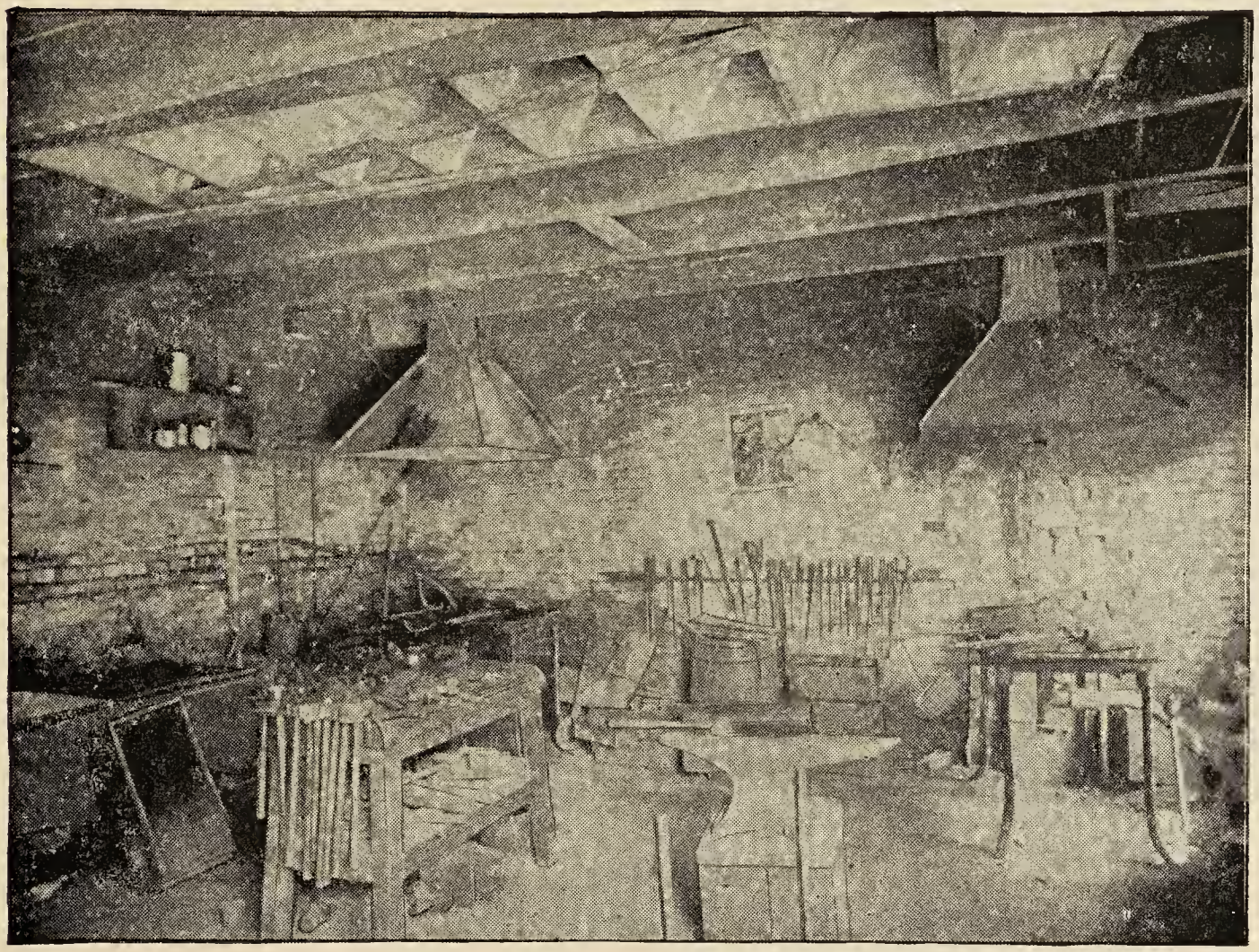


THE FIRST CREW IN THE LOCK SHOP.

Of the street letter box padlocks there are very many different combinations. They formerly cost $1.25 each, but later the price was reduced to fifty cents. There are about 25,000 of them in use. The necessity for a good many different combinations of street letter box locks is readily apparent. If a key should be stolen, or a lock stolen and false keys fitted to it, the thief would have access to the collection boxes all over the country, if there were but one combination in use. But as there are very many, the loss can be pretty effectually stopped by changing the combination of locks in the city in which the theft occurred. The distribution of the various combinations of locks is kept a deep secret.

All locks and keys, like mail bags, were formerly purchased, and the locks were formerly repaired, under contract, and it was thought necessary to change the locks in use every ten or twelve years. The contracts for locks were made for periods of four years, with the

privilege reserved to the Department of extending the contract for four years twice. Before the termination of this twelve years, a new lock would be introduced and a new contract made. The work of changing the general mail lock is very expensive and laborious. If locks were purchased by contract at prices heretofore paid, it would cost at least $200,000 to make the change; and it would require much additional labor, as, besides distributing the new locks, every



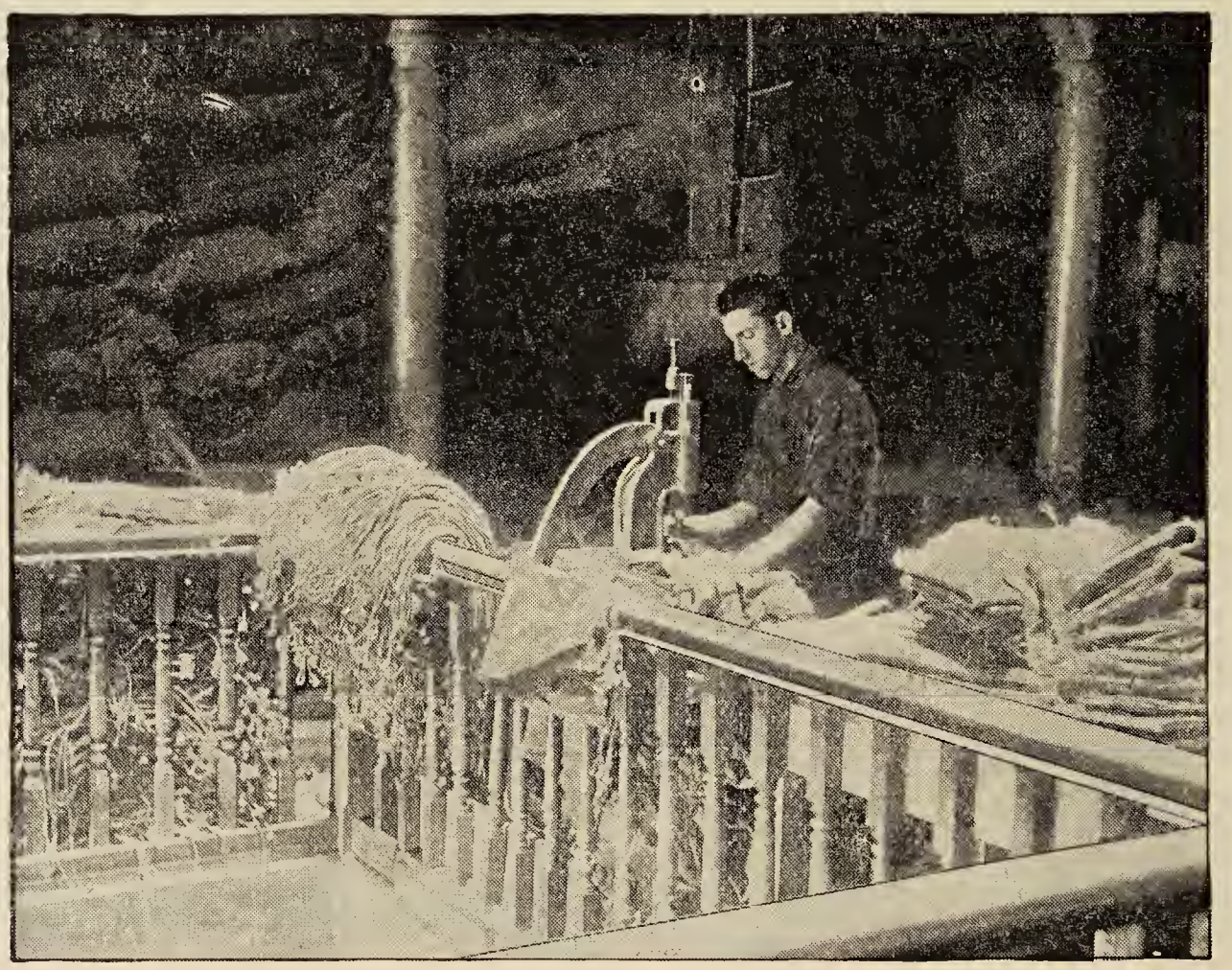
THE BLACKSMITH SHOP WHERE CATCHERS ARE REPAIRED.

office in the country has to be first supplied with a new key, and each key must be charged to the office by its number.

The method of providing new locks and keys has recently been changed, however. In 1889, upon the recommendation of Major Tyler, the Second Assistant Postmaster General obtained from Congress an appropriation of $10,000 for establishing and fitting up a mail lock shop in Washington. This shop has now $20,000 worth of machinery and tools in it, and employs fifteen skilled mechanics and about thirty other men and boys; and it is stocked to furnish all articles needed in repairing both mail locks and mail bags, a

thing which, besides its great economy, is of very great convenience to the Department. Mail locks of all kinds are repaired here at about one quarter of what it would cost to repair them by contract; and this lock shop furnishes such new keys as are necessary.

In 1890 the Department thought it necessary to change the general mail lock then in use. As already stated, such a change, if made by purchasing a new lock by contract as heretofore, would have cost the Department about $200,000. But there were on hand



PUNCHING EYES OUT OF SACKS.

about 200,000 old "Eagle locks" which had been in use as a general mail lock prior to 1882, when the present iron lock was adopted. It had been proposed, in accordance with former custom, to destroy these 200,000 locks and sell them for old iron, in which transaction they would have brought $135. But the Second Assistant had these locks all sent to the lock shop, where they were altered, repaired, and fitted with a new style of key made of steel, instead of cast iron, as heretofore. The cost of changing the locks was about six cents each, and of adding the new keys about nine and one half cents each. They were turned out at the rate of 1,500

daily. The saving to the Government by all this is between $125,000 and $150,000. The dies and tools for this important work, and those needed for the street letter box locks, are all made by the men in the shop.

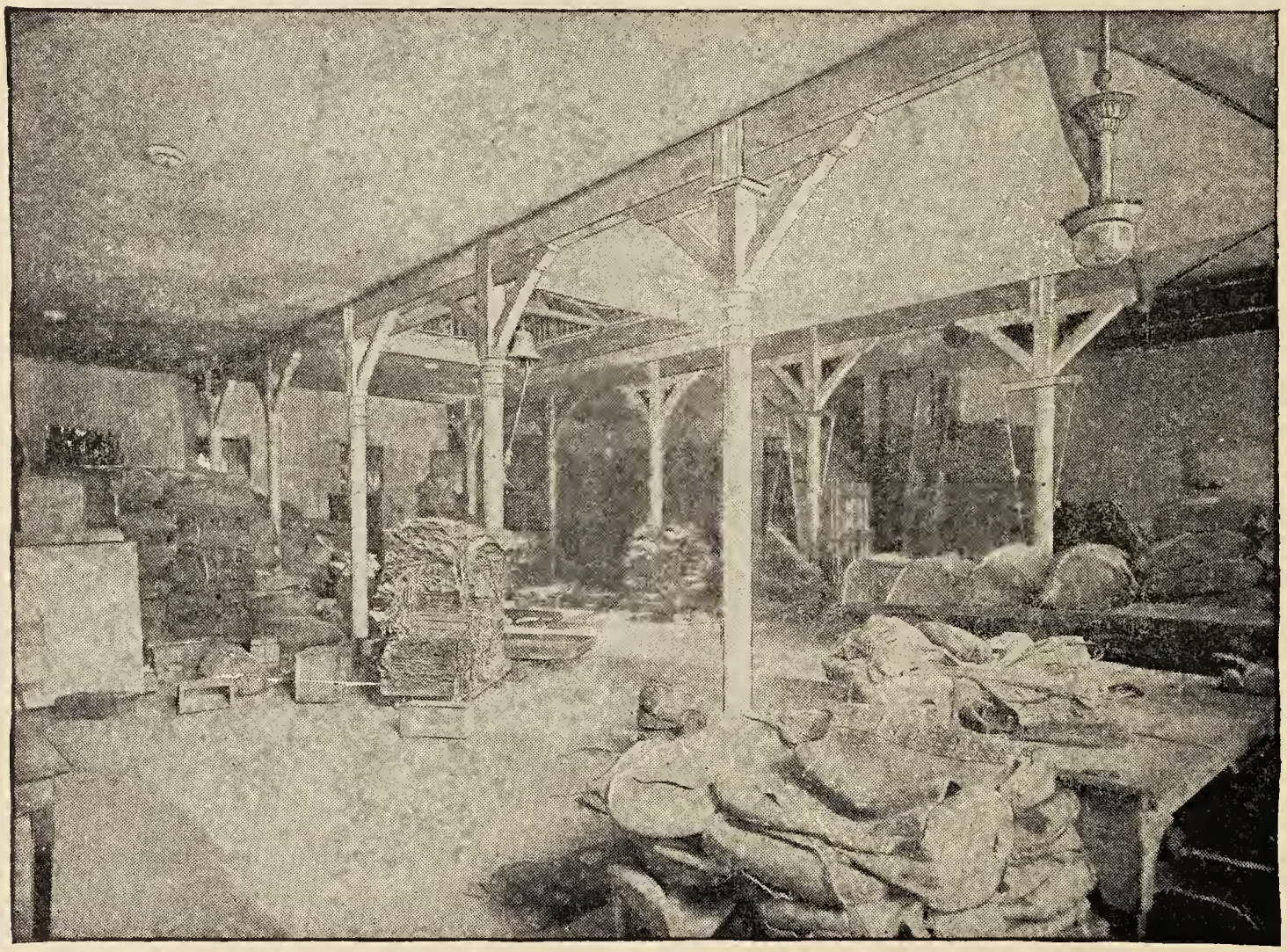
The iron lock is being gradually withdrawn from service; and it is believed that after six or eight years, when it is thought necessary again to change the general mail lock, these old iron locks can be sent to the lock shop, altered and fitted with a new and different key at a comparatively small cost, and then restored to use in place of the Eagle lock. If so, it will not be necessary to purchase a new lock for twenty or thirty years. The changes of locks are made necessary by the circumstance that in half a dozen years a stray key, or a score, or perhaps a hundred of them the country over, get into the possession of persons who try to use them dishonestly.



AT THE COFFEE WINDOW.

Locks and keys have to be guarded with the greatest stringency. Not long ago a Philadelphia carrier lost his letter box key. He was suspended for ten days, until the lost key was found. Afterwards another carrier, who collected mail in Germantown, lost a key. He was removed by the postmaster. It was a more serious matter than one would think, for the key would fit any letter box in Germantown, or in Philadelphia for that matter, and hence the mails might have been made unsafe until all the keys of the city had been changed. Just before the Republican National Convention at Minneapolis, the city was entirely supplied with new locks and keys, this for protection against the mail thieves known to flock to such large gatherings. Probably there is no lock in use by the Department, or commonly in use anywhere, that cannot be picked, for there are fellows who make it their business to study how to

pick locks. But the trouble that they can make for the postal service is necessarily very little. They have no means of knowing whether it will pay or not. Here is a letter box, say. The thief who robs it goes to prison, if he steals nothing more than a newspaper. With the general adoption of Mr. Wanamaker's proposition to put letter boxes on all doors in free delivery localities where citizens desire them, not only for delivery to them, but for collec-



A STORE ROOM IN THE BAG SHOP.

tions from them, comes additional safety for two reasons: there is smaller chance of securing plunder, and surer and quicker chance of detection.

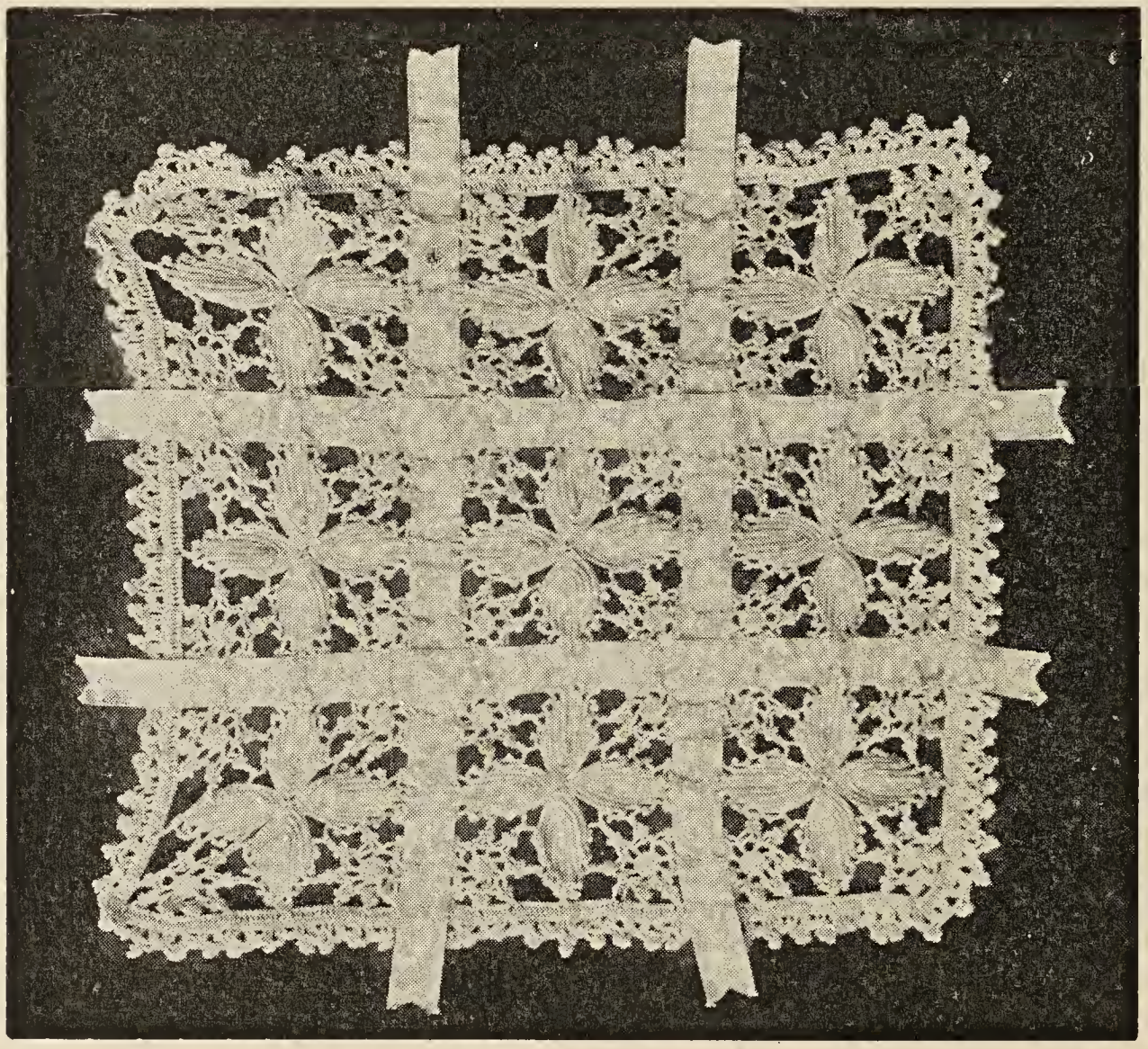
One of the glass cases in Major Tyler's office is filled with locks that have been or are at the present time in use by the Department. Another is still more numerously filled with locks that have been offered and have been rejected, each, of course, according to the firm impression of the inventor, because favor has been shown to some competitor with a perfectly inferior invention. Surely one of the prize rejected locks was sent in by a Texan. He said that he had

this little thing, but he didn't want to go to the trouble of making a shield for it, and he would like it if the Mail Equipment Division would work out successfully that part of the invention. But, tired of the resulting delay, this inventor completed his lock and used it to make fast his horse's neck and fore leg as a protection against horse thieves.

The defective bags are sent in to the repair shop from all parts of the country by mail. They are received in great lots at the front door and carried inside. The inspectors find some mail matter, mostly newspapers and circulars, but once in a while a letter. In 25,000 will come, perhaps, a peck of this matter. The postal people are continually warned to be careful to shake the sacks thoroughly, but sometimes in the tremendous hurry required to make connections a piece of mail will lodge. The letter pouch has this advantage over the jute sack, that it does not hold a circular or paper in the bottom as often. The good bags are put in a separate pile for storage and the wholly bad ones are cut up and the useless parts sent to the junk dealer. The others are piled on an immense elevator and lifted to the fourth floor. The foreman hands them out as the women are ready for them, and as the bags are finished they are collected by the foreman and the proper credit is given. It is Hobson's choice with the bags. The women do not see them and hence are willing to take them as they come, the hard ones with the easy. The labor is tiresome and the pay not large, perhaps thirty dollars, perhaps forty dollars a month. But scores, hundreds, even, of applications are constantly on file at the Second Assistant's office for places in the bag shop. The women talk a little and joke a little, but they must apply themselves sedulously to the work, or they do not earn enough, or worse yet, lose their places. The large room in which the women are employed has conveniences for making a cup of coffee or tea; and the employees may drink as much as they please for nothing. The hundred women (who alone repair over 2,000 bags a day) are supposed to repair thirty-eight bags a day, or give way to others. The average earning is $38 a month. A woman once made $95 in a month, but the highest figure now is $55.

The third floor is used by the leather workers who repair the leather and catcher pouches and for storage. The nooks and corners

have much the appearance of a shoemaker's, or a harness maker's, or a trunkmaker's, or a sailmaker's shop. Indeed, most of the men who work on the pouches have followed these occupations previously. A man used to repair a dozen bags a day. The average now is twenty. The workmen have been appointed mainly on the recommendations of influential persons, but influence has never been allowed to interfere with the efficiency of the room, for only a



CROCHETED BY THE BLIND GIRL.

skilled workman could be employed, and hence they alone are recommended.

The second floor of the bag shop is mainly used for storage purposes. Perhaps 20,000 bags are commonly on hand waiting to be mended. The number has risen as high as 50,000. These are spread out in great piles; or, if waiting to be spread out, they have been left in still bigger piles, bags within bags, heaped one upon another. On the second floor most of the inspecting is done. Bags

not worth repairing are cut up and the pieces saved for patches or for double bottoms. The eyes of the jute sacks are punched out by a machine made for the purpose manned by an active boy. Worthless bags are stripped of cords or cord fasteners, and the cord and the cord fasteners are separated into good and bad. Nothing is wasted that can possibly be saved. The waste, indeed, is ninety per cent. less than it was six years ago. On the second floor are the sail makers, who repair the catcher and through registered pouches and other canvas sacks. Here, too, is the office of the superintendent, in which the visitor may see the equipment for the beautiful little model of the modern postal car, which has been made for the German post office. It shows exactly one sixth of the measurement of the full postal car, and is provided with a perfect equipment in the minutest detail, — with racks, catchers, pouches, cords, and cord fasteners, all exactly as if they were big ones.

In the machine shop, which occupies the fifth floor, are shapers, drills, grinders, dogs, forges, lathes, grindstones, anvils, dies, chucks, and all that, and a very busy dozen men, making rivets, eyes, tools, and everything, almost, that is required for use in the shop. The value of the machinery is about $20,000. Every man and boy in this room is sworn. Every piece of material handed out, every piece of finished product, must be accounted for; every spoiled piece of work must be carefully given up. One man repairs all the through registered locks. There in a secret little room in which only three persons may go — the Second Assistant Postmaster General, the chief of the Equipment Division, and the man himself who does the work. The lock repairers are all sworn employees of the Government. The men know the combinations of locks, because they put the locks together and have the keys; but everything which they require during the day is provided for them, and when work ceases, everything which they have been working upon, raw material, pieces of locks, keys, etc., is turned over rigorously to the foreman and locked up in the big safe. If a key were lost, all the locks to which it could apply might have to be called in immediately, and the number might be 10,000.

Upstairs among the women is one who has sewed at the mail bags for seventeen years, ever since the shop was organized. But the most interesting person in the bag shop, as every other person in

the bag shop cordially admits, is Miss Hattie Maddux, a girl who has been totally blind for years. She sits during the regulation hours every day by a great heap of mail bags which have defective cords. With wonderful deftness she finds the knots, weak spots, ravelled ends, and what not, in all these, makes them good again or supplies new ones, knots the ends in the cord fasteners, and puts the bags in another heap, as reliably equipped for use again as if Argus



A BLIND GIRL STRINGING BAGS.

himself had inspected them. Her face is happy with contentment and intelligence. Another woman is required to do piecework of this sort. She has both her eyes and earns $30 a month. Miss Maddux earns $40. In the evening she works on children's clothing and makes tasteful silk stockings, rarely clocked. She won her present place in a wonderful way. She showed Colonel Whitfield, who was then the Second Assistant, some samples of her crocheting one day. He engaged her instantly. If any woman in the bag shop gets out of patience trying to

thread a needle, she takes it promptly to the poor, happy blind girl.

It is believed by experts that it would be economical in every way if an inspector or two could be employed under the direction of the Second Assistant to visit post offices and search them thoroughly for bags and sacks that need repairing. A mail sack, and especially a partly worn-out one, is not an object of much interest to the average clerk in a post office or the average railway postal clerk. The neglected sacks are used for waste paper, and for beds, of course; they are used for aprons, window curtains, and waste luncheons. But the inspector cannot be had because a specific appropriation is required for it. The Second Assistant's office must therefore do the best it can by issuing from time to time in the *Postal Guide* directions to postmasters and others how the mail equipment is to be taken care of. They must forward surplus locks, keys, cord fasteners, chains, and label cases to the Second Assistant's office each Saturday of every week, and every division superintendent is directed to send all defective mail catchers and rubber springs as fast as they become defective to the mail bag storehouse in Washington. Postmasters are not allowed to cut the shackles of a lock or in any way deface it, but they may cut the bag staple when the lock cannot be opened with the key. Postmasters are especially prohibited from using pouch locks, new or old, on any letter box inside or outside of post offices. Postmasters reclaim any pouches or bags, locks or keys which they find in unauthorized hands or put to an unauthorized use by anyone, and forward them to Washington. When a pouch is received without a lock and the postmaster has no mail lock, he locks the pouch with any safe padlock which he may have and sends the key in a sealed envelope by the mail carrier to the next postmaster, who, if he has no mail lock, uses the same padlock on the pouch and forwards the key to the



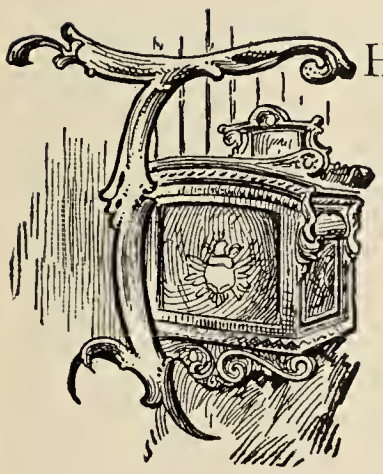
A BEADED CHAIR MADE BY THE BLIND GIRL.

next postmaster, in a sealed envelope, and so on. The first postmaster who happens to have a mail lock puts it on the pouch and immediately returns the padlock and key to its owner. If a postmaster has no padlock, he purchases an inexpensive lock, which he sends, together with an explanation, to the Second Assistant's office. The bill for such a lock is presented, like other accounts, in his quarterly statement to the Auditor. All this seems very finical; it all seems wound up in red tape; but it is all very necessary.

The repaired bags are mostly shipped to eastern points. They go to eleven distributing points in the whole country, and these distributing offices send bags, upon the orders of the Second Assistant Postmaster General, to other points as they are required. The great currents of mail run East and West, and hence almost all the bags come in on East and West lines, though small lots of five, or ten, or fifteen, arrive in Washington from all parts of the country. It is the hardest to supply the distributing points of the East, in New England, say, for the natural amounts of mail eastward are not sufficient to counter-balance the natural amounts of mail westward from that region. Not long ago 10,000 bags were required for Augusta, Maine. These were mostly for second-class matter, and there could be no compensating advantage, of course, in the receipt of Western mail at that point.

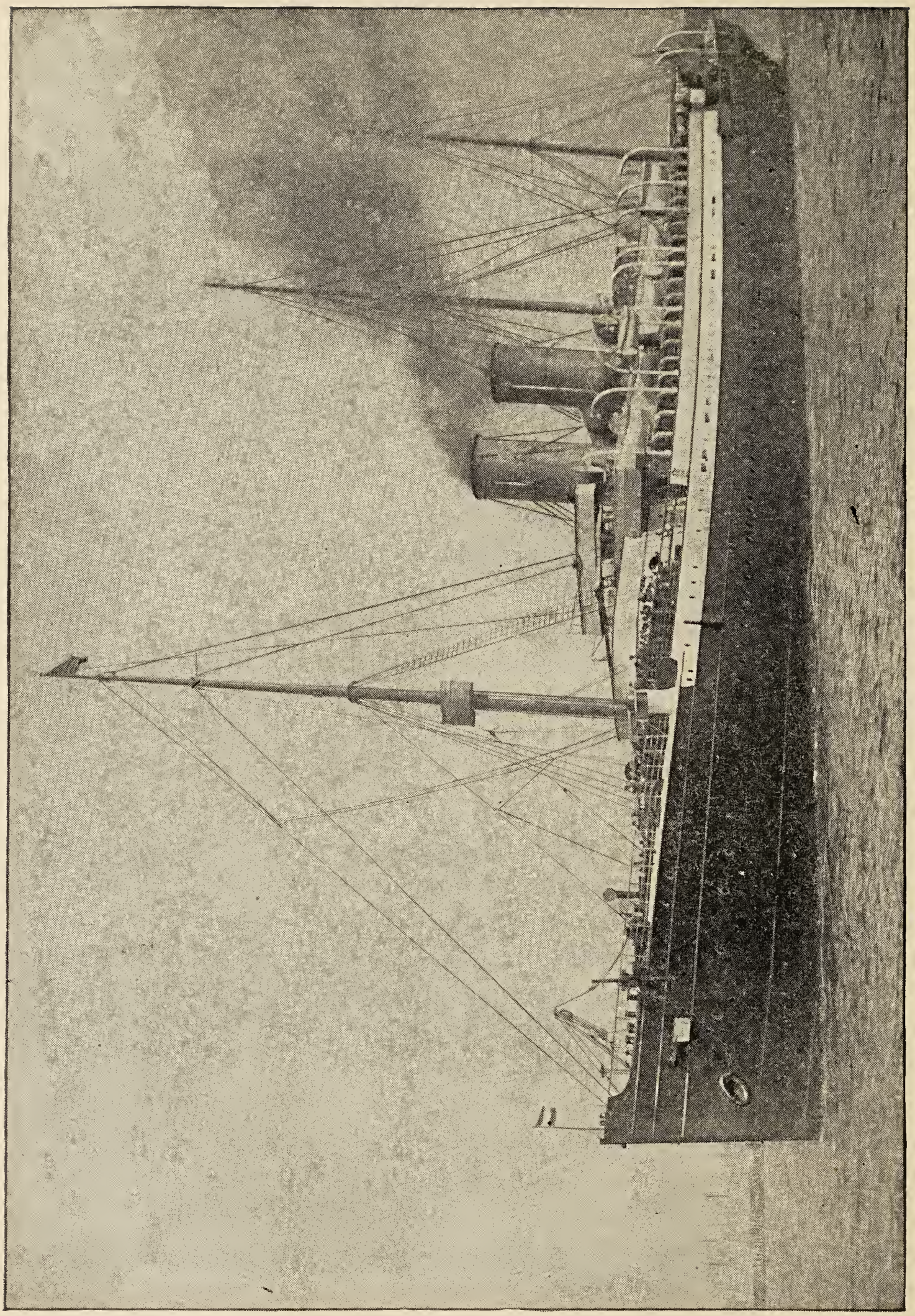
It has appeared already that it is an economical and wise thing for the Department to do repairing. Up to the time when repairing was begun, orders for new supplies came in with the greatest regularity, and pouches, bags, locks, keys, cord fasteners, label cases, key chains, all seemed to go out of use on a sort of schedule. As a consequence, the entire appropriation, no matter how large it might be, was never more than adequate to the demands; all which was very fine for the contractor.

AMERICAN MAILS UPON THE SEA.



THE bureau of the Second Assistant Postmaster General's office next in importance to the Railway Mail Service is the Bureau of Foreign Mails. It has been of unavoidable growth, rather than an enterprising, creative, typical branch of the postal system. It is, because it has been obliged to be. In the present administration, however, the very important subsidy legislation has been enacted, and if the development of this policy is pursued to its logical ends (and many public men think it inevitable that it shall be), the Bureau of Foreign Mails may rise in importance to the level of the Railway Mail Service. Many consider the beginning of the subsidy policy the historical event of Postmaster General Wanamaker's administration. At all events the credit for the labor performed in inducing American steamship owners to bid under the act is wholly his. The Superintendent of Foreign Mails has the details of the exchange of mails with foreign countries, of course; he prepares postal treaties and conventions, except money order conventions, which are prepared in the Money Order Division of the First Assistant's office; he remits erroneous or excessive postage, and adjusts rates for the transportation of mails through the United States to be paid by foreign countries; he charges customs duties on mail matter, prepares a monthly schedule of the sailings of mail steamers, and examines accounts and recognizes payments. Now and then, the dry routine is relieved by the announcement in the *Postal Guide* that packages of queen bees, or something of that sort, may be received and forwarded by postmasters for the Danish West Indies, or some other place, under such and such mystic restrictions.

The post office at San Francisco has a large foreign mail business with the countries of Asia, Australia, and Australasia. But the



THE NORTH GERMAN LLOYD'S STEAMSHIP "HAVEL," CARRYING A SEA POST OFFICE.

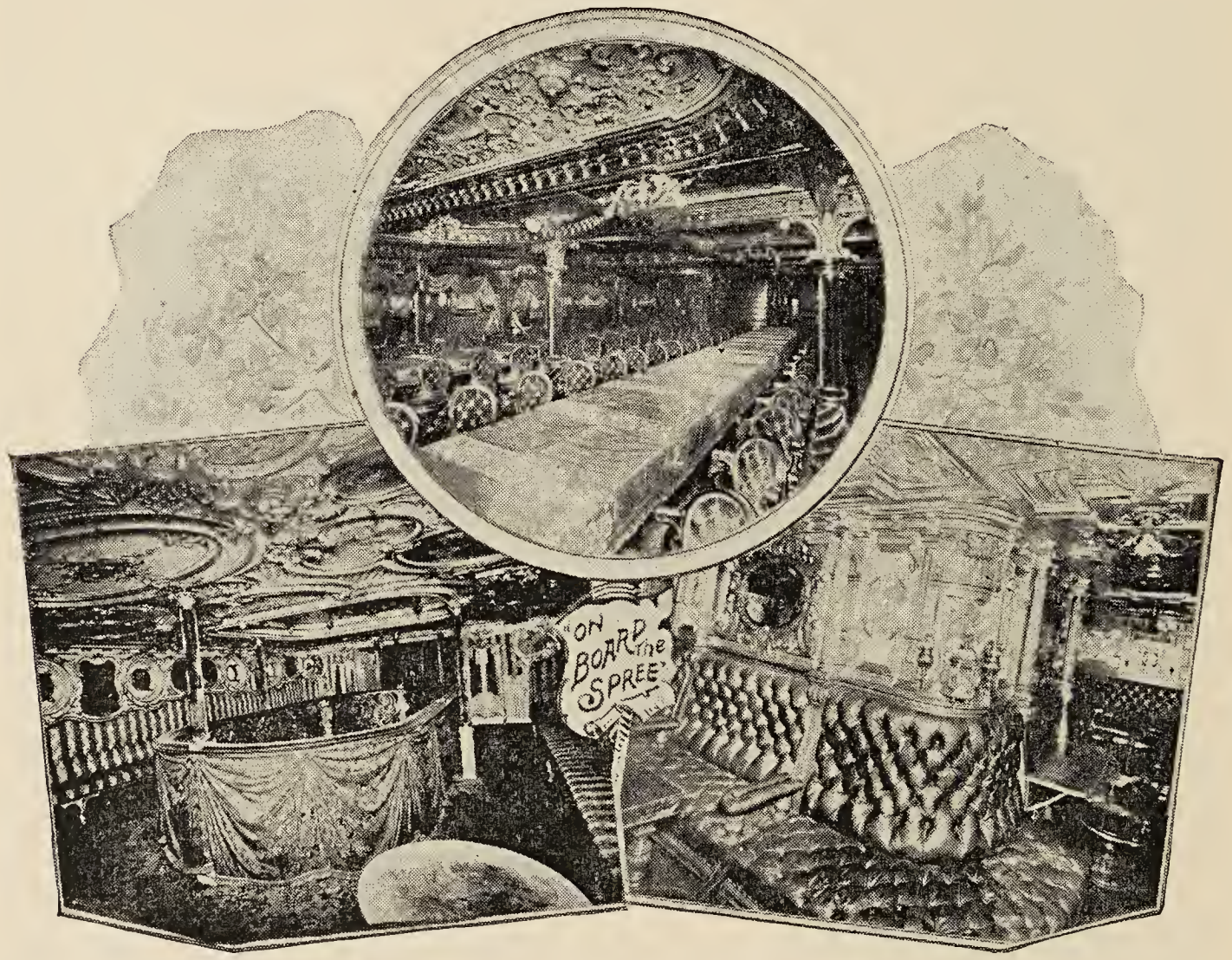
great bulk of this work is performed in New York. The post office in that city has been called the clearing house for foreign mails. The method of dispatching and receiving foreign mails at New York has been well described recently by a writer in the New York *Times*. Mails leaving the United States for Europe are assigned to steamers upon a plan in vogue for years. In cases where two steamers leave New York at about the same time, the mails are put on board the one which, in accordance with the record of her three voyages just preceding the assignment, delivered the mails in the shortest time in London. The records upon which these assignments are made are based upon the trip reports made to the American Postmaster General by the agents of the vessels upon the termination of each voyage, in connection with statements furnished weekly by the British post office showing the exact time of the arrival of the mails at the London post office.

Great Britain does not go to the same amount of trouble to insure the most rapid dispatch of mails to the United States. The English Department pays a handsome subsidy to two steamship companies; and to these two lines, the Cunard and the White Star, the London post office consigns all mail matter. Steamships of the other lines only carry letters which are expressly addressed to go by them. The steamships carrying mails from the United States to Queenstown and Southampton are selected by the American Post Office Department under a contract for a single voyage only, for the fastest steamer which is sailing on a particular day receives the mails quite irrespective of the company to which it belongs.

The United States Post Office sent letters to Great Britain last year by two hundred and sixty-six steamers, which gives an average rate of mail dispatch of five steamers a week. Something like three hundred and fifty steamships sailed from Queenstown or Southampton for New York, and mails were dispatched on one hundred and four of them, which left Queenstown,— an average rate of sailing of two steamers per week. Of the steamers employed in the transportation of ocean mails, ninety-six were capable of making less than a seven days voyage to Queenstown, and all of these carried mails for the United States. The English post office authorities, on the other hand, while able to select an equal number

of swift steamships, forwarded their mails in but thirty-four of them; in sixty-two the letters were forwarded by private ship bag.

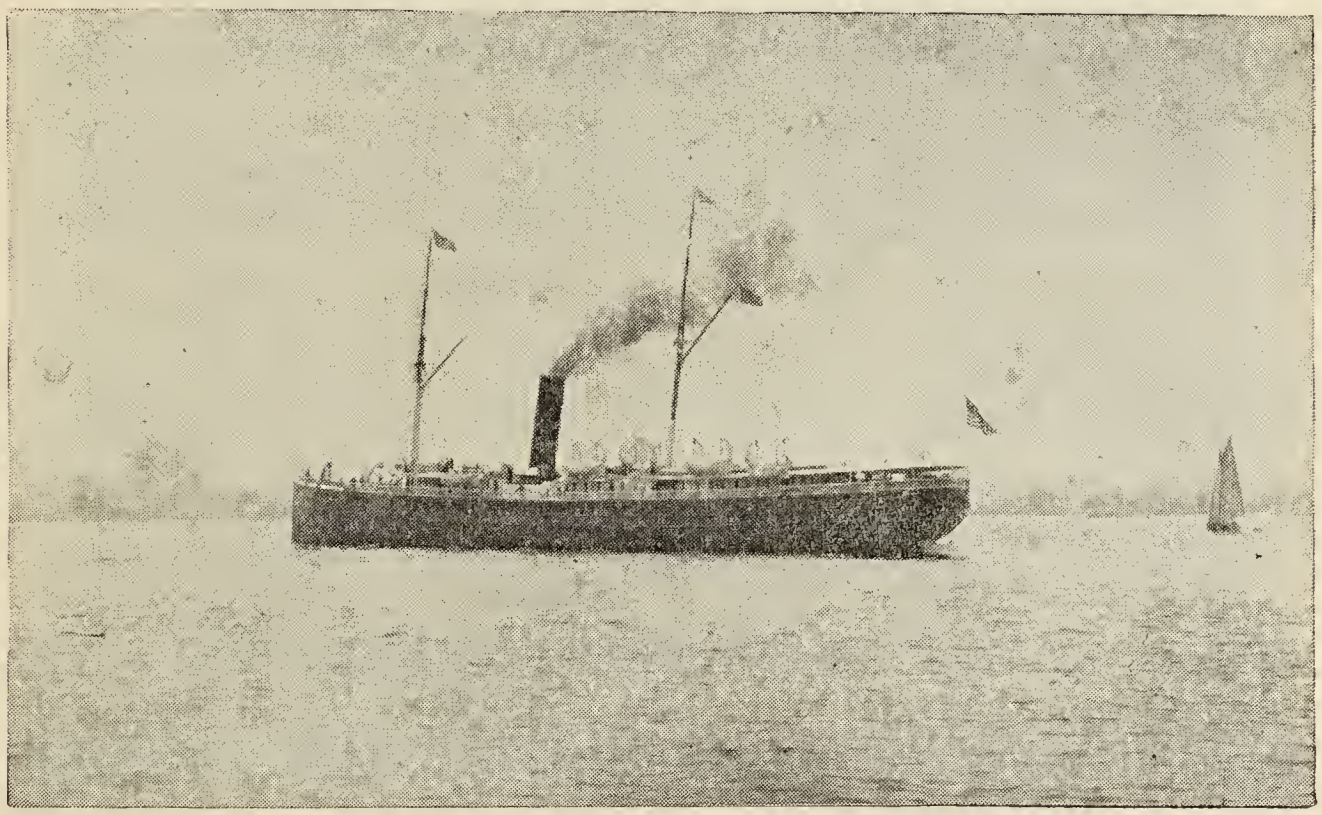
The German lines carry mails to and from London via Southampton more speedily than the Liverpool lines. Last year the most rapid service from New York to London, as in the year preceding, was performed by the new steamers of the Hamburg-American Company. The White Star greyhounds to Queenstown came second; next the Inman racers; then the fastest of the North German Lloyd's,



and last the Cunard's best steamers. The quickest trip to London via Southampton was run by the "Furst Bismarck" of the Hamburg-American line, in seven days, and the other ships of this company were but a few hours behind her. Next in point of time came the White Star ships, the "Teutonic" and the "Majestic." The mail they carried reached London by way of Queenstown in about seven and one half days. The two "Cities" of the Inman were but a few minutes behind. The best time made by the North German Lloyd's was that of the "Havel," about seven days and eighteen hours.

The "Etruria," of the Cunarders, reached the London office scarcely an hour later. All told, there were one hundred and thirty-six steamers carrying American mails that delivered them at the London post office, via Southampton; and no less than one hundred and ten of them flew the burgee of the North German Lloyds. On the Queenstown route the Cunard line dispatched forty-nine steamers with mails; the White Star followed with forty-five sailings; the Inman carried the mail only seventeen times.

The American Post Office Department received for foreign postages about $1,700,000 annually, and the outlay for this service did not



THE PACIFIC MAIL S. S. CO.'S STEAMSHIP "NEWPORT."

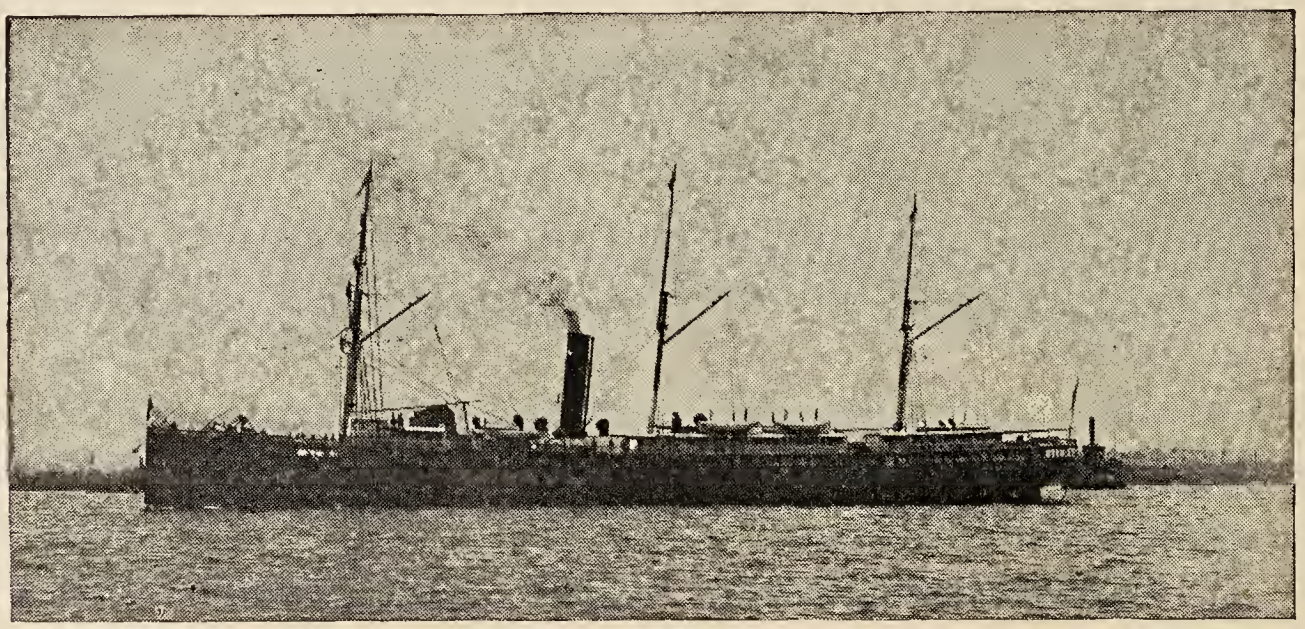
exceed $600,000 per annum. In these facts was one of the chief arguments why the foreign postage rates should be reduced from five cents to two. It was one of the arguments also why some of this money, at least, might reasonably be appropriated for the encouragement of American shipping. The United States Post Office Department depended almost wholly upon steamers flying flags of other nations for the transportation of mails leaving this country. It was pointed out by Postmaster General Wanamaker that differences might unexpectedly arise with foreign steamship companies that would break off all mail intercourse with Europe. It was argued in the Fifty-First Congress, which passed the Subsidy Act,

that this country annually paid out for passenger and freight transportation across the Atlantic about $125,000,000, and almost all of it to foreign vessels owners. In other words, it took about all the



THE PACIFIC MAIL S. S. CO.'S STEAMSHIP "COLOMBIA."

surplus grain of this country to pay the foreign shipping bills of the United States. That immense sum of money was nearly all spent on the other side of the Atlantic and was a dead loss to the United States. It was argued, too, that until 1815, ninety per cent. of our



THE PACIFIC MAIL S. S. CO.'S STEAMSHIP "PARA."

foreign trade was carried under the Stars and Stripes, and as late as 1850, seventy-five per cent. of it was thus carried. Now the amount was less than twelve per cent. According to the New York Produce Exchange, there were, in 1883, 44,205,000 bushels of grain in New

York awaiting shipment abroad, and of the 1,190 steam vessels which carried this product not one was of American register. Out of the 1,190 vessels referred to, 786 of them were owned by England, and carried away 29,441,951 bushels. Ninety-three Belgian ships carried 5,734,018 bushels, and 170 German vessels carried away 4,284,485 bushels.

Other arguments for the Postal Aid Law were that during thirty years England had paid $32 a ton in subsidies to secure the construction and maintenance of her merchant marine. In 1889 her merchant tonnage was estimated to be worth $1,000,000,000, and it had

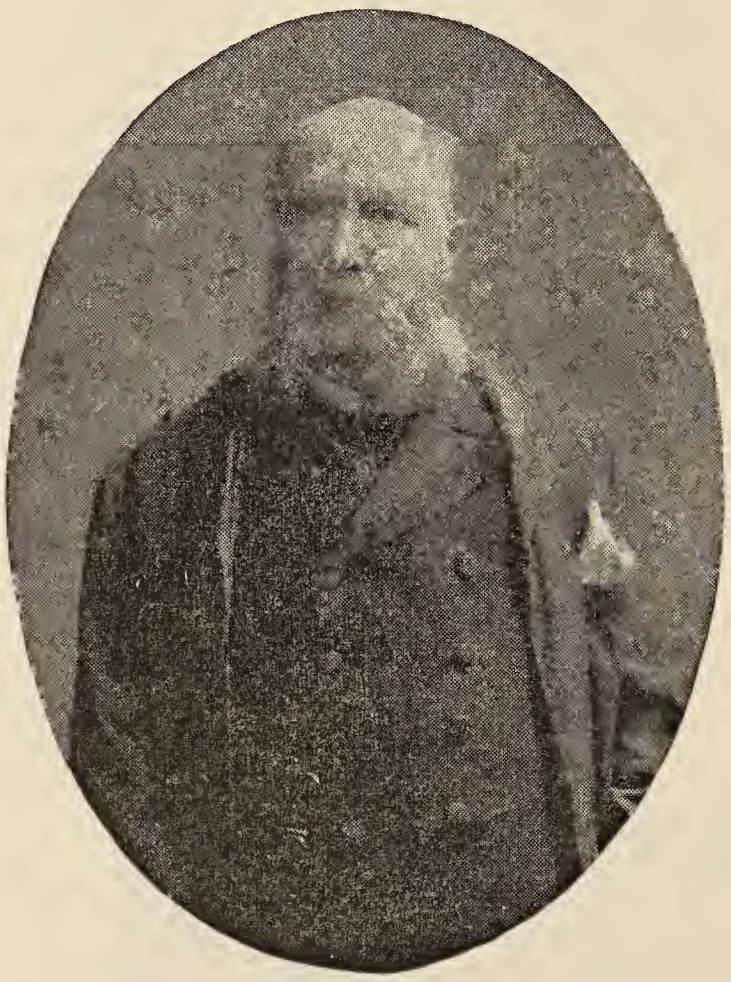


THE PACIFIC MAIL S. S. CO.'S STEAMSHIP "PERU."

been estimated that to put this inconceivable sum into ships, probably not more than ten per cent. was expended for ore and timber, the raw materials out of which they were constructed, and that the other $900,000,000 represented labor. Thus English labor had received $900,000,000 in one industry alone. The shipyards of England steadily employed 240,000 men, while to man her fleet employed in the carrying trade required 220,000 more; and America had annually paid to English vessel owners about $100,000,000 to assist them in constructing and maintaining their vessels.

And again — and worse still. Foreign governments not only paid increasing subsidies, but these, being chiefly for the extension

of commerce, were granted for trips or tonnage, and not for letters carried; while the basis of pay for American vessels, the sea and inland postages, made American vessel owners suffer with successive reductions of international postage rates, as voted by the Postal Union; for in this international assembly the United States had no larger voice than any other government, and foreign representatives never hesitated to make reductions which worked no hardship to their own vessel owners. Thus, while the American Postmaster General, under his power to make contracts for carrying domestic mails, might pay a steamboat line, running daily from Woods Holl to Nantucket, a trip of a few hours, $18,000 a year, say, he could only pay the United States and Brazil Mail Steamship Company, upon the sea and inland postage basis and under the reductions of the Postal Union, $8,000, say, for twenty-six trips a year from New York to Rio, a voyage of twenty-eight days. The compensation of American steamships, therefore, was really regulated by foreigners — so long as the amount of sea and inland postage continued, under the enactment of Congress, to be the American basis of pay.



Your faithful servant
I. D. Rich

Another source of complaint was that the foreign mail service, which had constantly been an increasing source of revenue to the American Post Office Department, should support at least to some extent transportation in American ships. Mr. I. D. Rich, postmaster at Liverpool, not long ago told ex-Postmaster General James "that he, as a clerk in the British post office when a boy, put the foreign mail on board the steamship 'Great Western,' about the year 1840, and it amounted to two sacks; at the present time it amounts to five

or six truck loads." "In 1873," says Mr. James, "the English outgoing mail was considered very large if it reached 20,000 letters. At the present time over one hundred thousand foreign letters are sent from New York every sailing day, and nearly the same number are received." And as the mails grew, the complaints grew that such a profitable business could not be turned to account for Americans.

So the Fifty-First Congress passed the Postal Aid Bill. The idea was to change the foreign mail system radically, paying American vessels, built, owned, and manned by Americans, for the service. Paying on the basis of sea and inland postage on mail carried was done away with; paying according to speed, tonnage and mileage was substituted. Four classes of vessels were provided for; the first class to be iron or steel screw steamships capable of maintaining at sea a speed of twenty knots an hour in ordinary weather, and of a gross registered tonnage of not less than eight thousand tons; the second class to be iron or steel steamships capable of maintaining a speed of sixteen knots an hour and of a gross tonnage of not less than five thousand tons; the third class to be iron or steel steamships capable of maintaining a speed of fourteen knots an hour and of not less than two thousand five hundred tons; and the fourth class to be iron, steel or wooden steamships, capable of maintaining a speed of twelve knots and of not less than fifteen hundred tons. None but the first class were to be contracted with for carrying the mails between the United States and Great Britain. It was provided that all vessels of the first three classes thereafter built should be constructed on plans agreed upon between the owners and the Secretary of the Navy, and built with particular reference to their economical and speedy conversion into auxiliary cruisers; and to be of sufficient strength and stability to carry and sustain the working and operation of at least four effective rifled cannon of a caliber not less than six inches, and further to be of the highest rating known to marine commerce.

The rate of compensation fixed for carrying the mails on each of these classes was for vessels of the first class four dollars per mile; of the second class, two dollars; of the third class, one dollar; and of the fourth class, two thirds of a dollar for every mile required to be travelled on each outward-bound voyage. It was required that

the vessels should be officered by American citizens, and that during the first two years of the contract for carrying the mail at least one fourth of the crew should be American citizens, during the next two years at least one third, and for the remainder of the contract time one half should be Americans. It was permitted to officers of the American Navy to accept positions on board such vessels; and it was required that for every one thousand tons of register one American boy should be taken who should be educated in the duties of seamanship and rank as a petty officer.

There were actual months of hard labor ahead for the Postmaster General and the steamship owners; and not a contract but engaged the notice of the President. The Department issued a schedule of routes required to be covered, instructions to bidders, classifications of vessels, etc., and after the advertisements had stood for two months in two papers in each of the chief coast cities of the country — paid for out of the general advertising fund of the Department,

11

The following is a copy of the advertisement for service on the Pacific Ocean as it appears in newspapers in San Francisco, Tacoma, and Portland, the numbers of the routes not forming a part of said advertisement.

OCEAN MAIL LETTINGS.

NOTICE TO BIDDERS.

POST-OFFICE DEPARTMENT,
Washington, D. C., July 15, 1891.

In accordance with the provisions of an act of Congress, approved March 3, 1891, entitled "An act to provide for ocean mail service between the United States and foreign ports and to promote commerce," proposals will be received at the Post-Office Department, in the City of Washington, until 3 o'clock p. m., on Monday, the 26th day of October, 1891, for conveying the mails of the United States by means of steamships described in said act, between the several ports of the United States and the several ports in foreign countries which are specifically named in the schedule of routes published herewith.

Proposals are invited for service on said routes, under contracts for ten years each, except where otherwise particularly specified, which shall commence within three years from the date of the execution of the contract, and at one of the periods named below, to wit:

1st. Two months from execution of contract.
2d. Four months " " " "
3d. Six months " " " "
4th. Twelve months " " "
5th. Eighteen months " " "
6th. Twenty-four months " " "
7th. Thirty months " " "
8th. Thirty-six months " " "

Preference will be given, all other things being equal, to the proposal which names the earliest date for the commencement of the service.

Under the law the right is reserved to the Postmaster-General to reject all bids not, in his opinion, reasonable for the attainment of the purposes contemplated by the act.

SCHEDULE OF ROUTES ON THE PACIFIC OCEAN.

No. 44—"O. M. S." From San Francisco to Panama, touching twice each month, going and returning, at the following ports: San Diego, Cal., Mazatlan, San Blas, Manzauillo, Acapulco, Port Angel, Salina Cruz, Tonala, San Benito, Ocos, Champerico, San José, Acajutla, La Libertad, La Union, Amapala, Corinto, San Juan, and Punta Areuas.
Three times a month—thirty-six trips a year, time sixteen days, in vessels of the fourth class for the first three years, and the remaining seven years, once a week, fifty-two trips per year, time fifteen days and a half, the increased service to be performed in vessels of the third class, the bid to specify the rate for each class.
Bond required with bid, $12,000.

No. 45—"O. M. S." Same route.
Three times per month, thirty-six trips per year, in vessels of the third class for the first three years, time fourteen days, and for the remaining seven years, once a week, fifty-two trips per year, the additional service in vessels of the second class, time twelve days, the bid to specify the rate for each class.
Bond required with bid, $15,000.

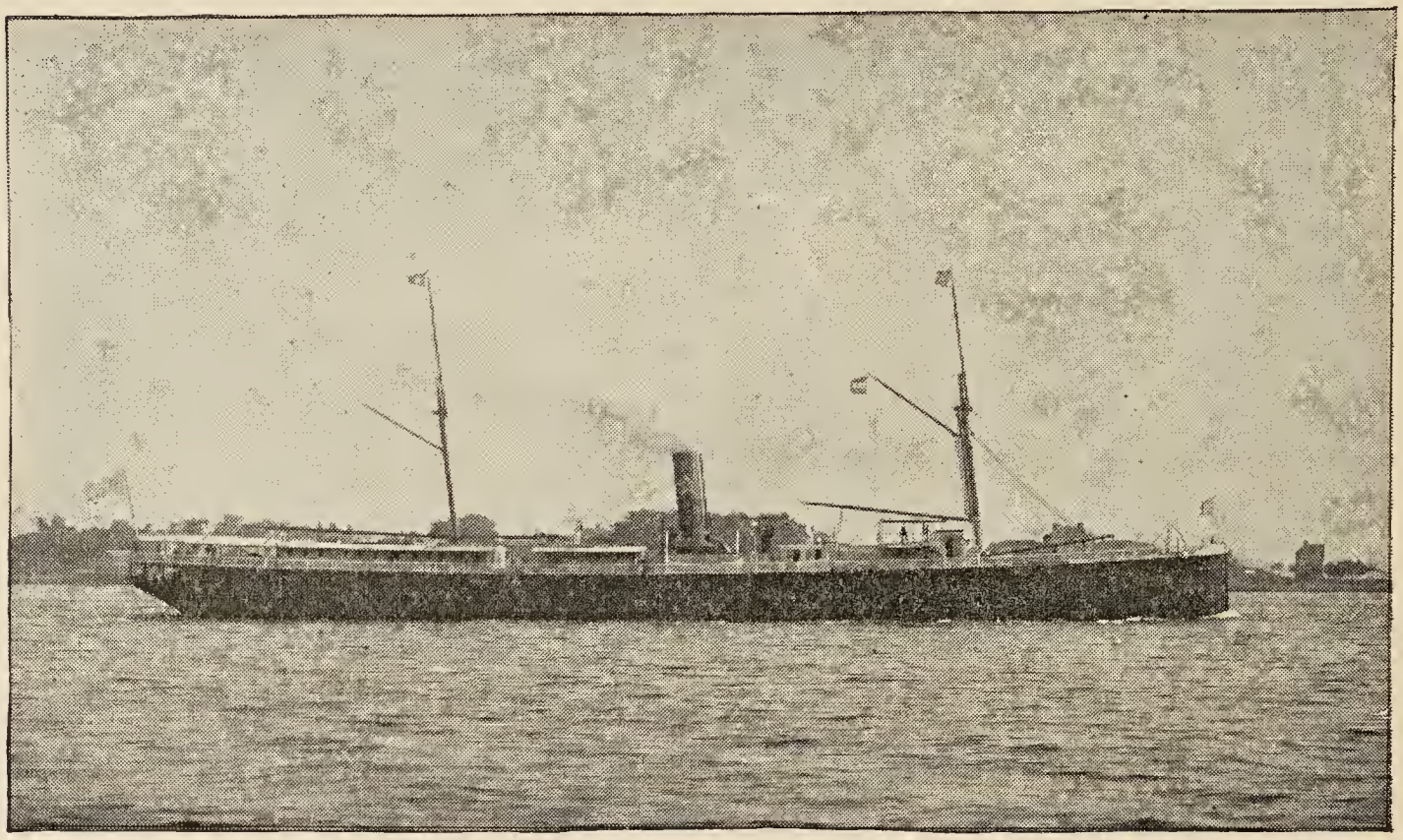
No. 46—"O. M. S." From San Francisco to Valparaiso, Chili, by San Diego, Cal., and Panama, touching at Buena Ventura, United States of Colombia, Guyaquil, Ecuador, Callao, Peru, and Iquique, Chili.
Once in 2 weeks—twenty-six trips per year in vessels of the third class for the first 3 years, and for the remaining 7 years in vessels of the second class, the bid to specify the rate for each class.
Bond required with bid, $20,000.

A FAC SIMILE PAGE OF OCEAN MAIL LETTINGS.

for, though the Subsidy Bill had provided for this advertising, it had not appropriated any money for the purpose — contracts were made with the Pacific Mail Steamship Company dating from February 1, 1892, with a Galveston and La Guayra line dating from April 26, 1893, and with the Red "D" line dating from March 1, 1892. As the law required that contracts for Great Britain should only be made for vessels of the first class, and as there was no vessel of that class of American build and register afloat, no bid for the trans-Atlantic was expected. The service from San Francisco to Hong Kong was to be shortened. For the first two years of the new contract it was required that vessels should sail every twenty-eight days and make the trip in sixteen days instead of eighteen, as before. During the remaining eight years of the contract the sailings were to be once a fortnight and the time was to be reduced to thirteen days. To accomplish this great change the Pacific Mail Steamship Company undertook to spend from six to seven million dollars in building new ships in American shipyards. This fortnightly service displaced an English line.

But no prospect opened up for an American line across the Atlantic. The trans-Atlantic trade had been held for so many years by foreign vessels, and the cost of building ships of the first class had been so great, that it was feared the amount of subsidy offered would not tempt American citizens to make the venture. The two fastest steel ships in the trans-Atlantic service, the "City of Paris" and the "City of New York," were owned by American citizens, though the vessels had been built in England. They were under an annual subsidy of $52,000 from Great Britain, and bound to do naval service for that country in time of war. To change their registry was to forfeit the subsidies received from England; but the owners finally determined to make the change, if the United States would accept the two vessels and give them an American register. The proposition was made to Congress that if the "City of Paris" and the "City of New York" were accepted, their owners would at once begin the construction, at a cost of $8,000,000 or $10,000,000, of four new vessels in American shipyards that should equal these ocean racers in every respect. The United States would at once have in return two of the largest and fastest vessels afloat as an auxiliary addition to the American

Navy and insure the speedy construction of at least four more. Congress naturalized the Inman ships, new trans-Atlantic routes, as well as other new ones, were advertised for, and in September the Postmaster General had the pleasure of awarding contracts for the transportation of American mails under the American flag to England and the continent, to Brazil and the River Platte, and to Havana and Tuxpan. It is very entertaining to see, at the office of the builders, Messrs. J. and G. Thomson, Clyde Bank, Scotland, the pictures illustrating the building of the "City of New York" and



THE BRAZIL S. S. CO.'S STEAMSHIP "FINANCE."

the "City of Paris." It will be still more so to see ocean palaces like these building on the banks of the Delaware. The famous Cramp shipbuilding concern of Philadelphia has received orders for new vessels that require an addition of fifteen hundred mechanics to their working force. Other yards have felt a similar impetus, and the activity extends to the manufacture of all kinds of supplies used in ship building. The London *Illustrated News* has expected "a revolution in the American mercantile marine," and has been of opinion that "its former depressed condition will soon be a thing to be wondered at."

The following table shows the result of the Act of March 3, 1891: —

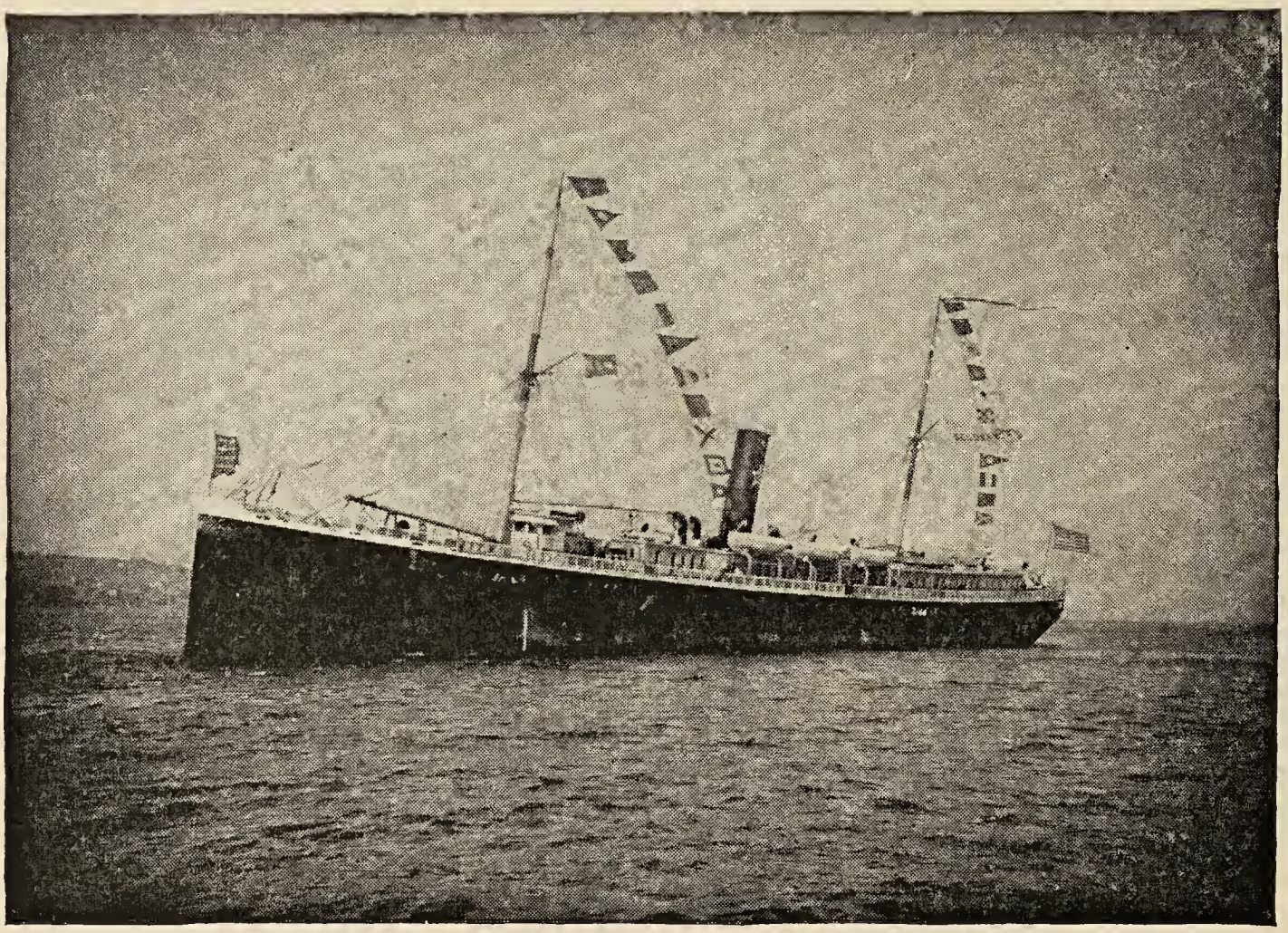
UNDER THE ADVERTISEMENT OF JULY 15, 1891.

Term of contract.	Class of vessel.	Frequency of service.	Termini of routes.	Contractor.
5 yrs., beginning Apr. 26, 1893.	4th	3 times a month.	Galveston to La Guayra.	John B. Clarke, Chicago.
10 yrs., beginning Mar. 1, 1892.	3d	3 times a month.	New York to La Guayra.	Boulton, Bliss & Dallett, N.Y.
10 yrs., beginning Feb. 1, 1892.	3d	3 times a month 1st 2 years. Once a week 8 years.	New York to Colon.	Pacific Mail Steamship Co.
10 yrs., beginning Feb. 1, 1892.	4th 3d	3 times a month 1st 3 years. Once a week 7 years.	San Francisco to Panama.	Pacific Mail Steamship Co.
10 yrs., beginning Feb. 1, 1892.	3d 2d	Once every 28 days. Once in 2 weeks.	San Francisco to Hong Kong.	Pacific Mail Steamship Co.

UNDER THE ADVERTISEMENT OF JULY 15, 1892.

Term of contract.	Class of vessel.	Frequency of service.	Termini of routes.	Contractor.
10 years.	1st	Once a week.	New York to Southampton.	International Navigation Co.
10 years.	1st	Once a week.	New York to Antwerp.	International Navigation Co.
5 years.	4th	Once in 45 days with calls. 28 days without.	New York to Buenos Ayres.	United States and Brazil Mail Steamship Co.
5 years.	4th	Once every 24 days.	New York to Rio.	United States and Brazil Mail Steamship Co.
5 years, begin'g Nov. 1, 1892.	3d	Once a week.	New York to Tuxpan.	New York and Cuba Mail Steamship Co.
5 years.	3d	Once a week.	New York to Havana.	New York and Cuba Mail Steamship Co.

For nearly half a century the boys of America had been practically shut out from employment on the seas except in the coasting trade. Most of the large steam vessels were of foreign register, officered by citizens of the country under whose flag they sailed. American youths could not hope to secure an officer's berth on any one of them. The few boys who could obtain appointments to Annapolis might hope for a position in the Navy, but others were



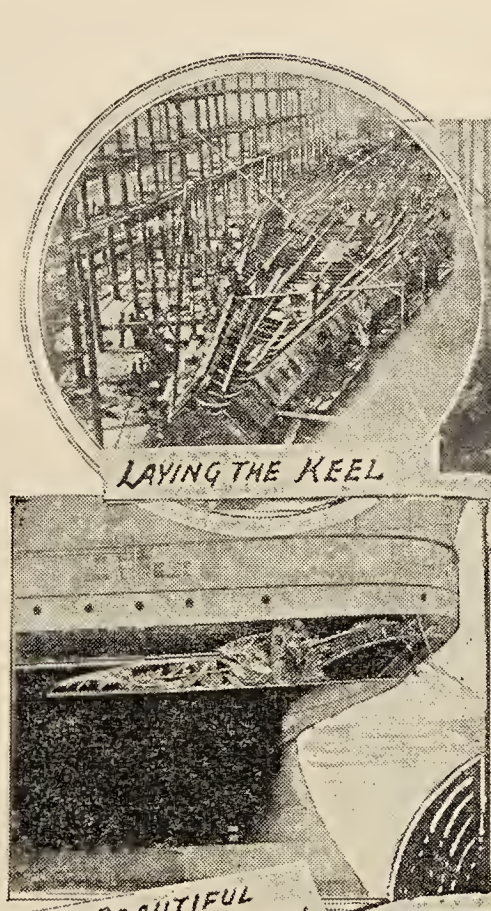
THE BRAZIL S. S. CO.'S STEAMSHIP "SEGURANCA."

barred from any prospect of ever becoming anything more than able seamen. The Postal Aid Law, by providing that all vessels reaping its benefits should be officered wholly by American citizens, and should take a certain number of American boys as cadets, opened up once more the chance to follow the calling that Americans made glorious in the old-time days. The Pacific Mail Steamship Company decided to select the graduates from the school ships in the service of the States of New York and Pennsylvania, the "St. Mary's" and the "Saratoga." This company gives notice that it will be glad to know of any desirable young men who wish to follow a sailor's life. The pay is $20 per month the first year, $25 per

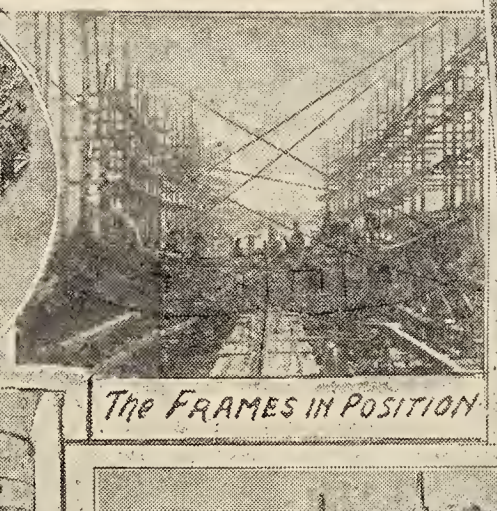
month the second, and $30 per month the third, when, if competent, the boys will be eligible for promotion. The Red "D" line received the applications of boys from different parts of the country. Usually those were selected who had served on state training ships. Each of the Red "D" steamships carries three boys, one in the engine department, and two in the deck department. Rooms are fitted up for them apart from the sailors.

The relation of the Foreign Mails Bureau of the Post Office Department to the Postal Union are naturally close. Usually the superintendent of the bureau is one of the two delegates sent by this country to represent it. Capt. N. M. Brooks, the present superintendent, and Mr. William Potter, of Philadelphia, were the two United States delegates to the last Postal Union at Vienna. It is essential that one of the delegates at least should know a foreign language or two, especially French, in which the proceedings of the Union are carried on. The delegates from foreign countries are treated with eager hospitality by their hosts. A large and luxurious eating place is provided, with every personal and business convenience. The postal officials of the visited country spend more time providing entertainment and recreation for their visitors than they do in the deliberations of the Congress, and the diplomatic corps resident in the visited city, naturally spend all their time in entertaining the guests from home.

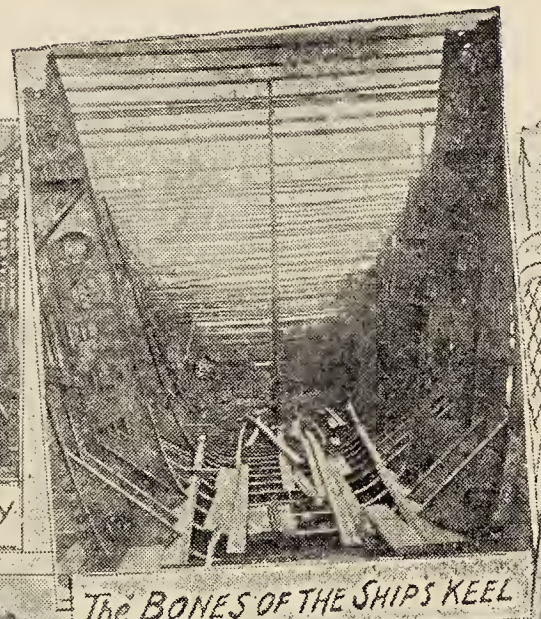
The two most weighty subjects which came before the last Postal Congress were the postal tariff and the rates of transit; that is to say, on the one side, the charges which the post offices of the Union levy from the public; and, on the other, the rates which one country pays to another for the conveyance of correspondence over alien territory, or by alien ships. But the event which most directly marked the Congress at Vienna was the accession to the Universal Postal Union of the Australasian colonies. These comprise, under one vote, New South Wales, Victoria, Southern Australia, Western Australia, Queensland, Tasmania, New Zealand, British New Guiana and the Fiji Islands. In order to secure the adhesion of these colonies, the Congress offered to place them in the same position as to voting power with British India and Canada, and to postpone until the next meeting in Washington the consideration of the important question of reducing, or abolishing, payments for transit, and of



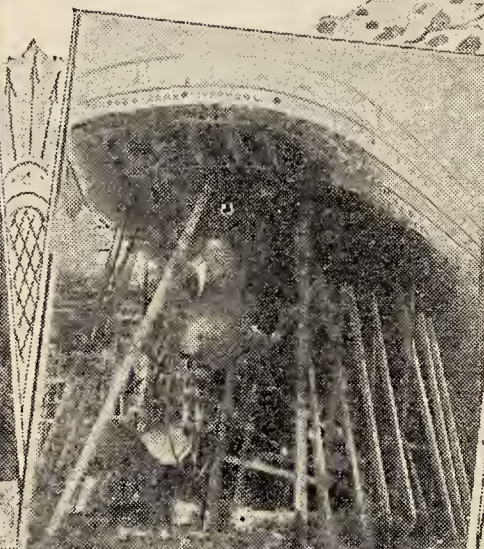
LAYING THE KEEL



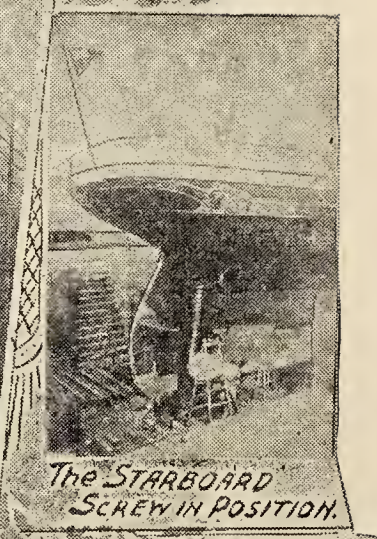
The FRAMES IN POSITION



The BONES OF THE SHIPS KEEL

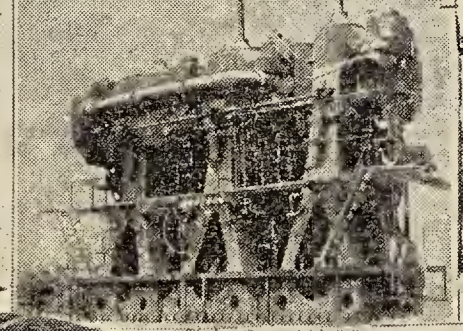


The ARRANGEMENT OF THE TWIN SCREWS.

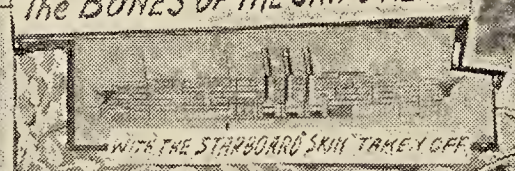


The STARBOARD SCREW IN POSITION.

The BEAUTIFUL LINES of the STERN

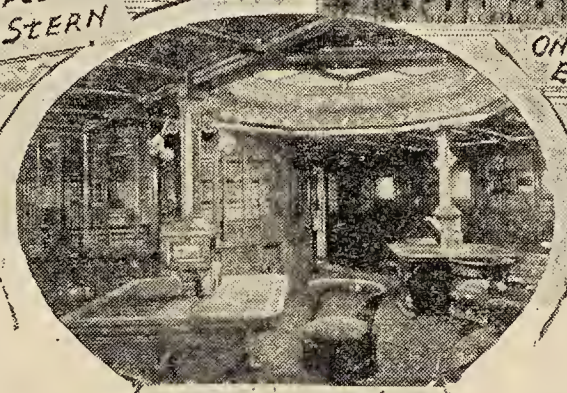


ONE SET OF THE TRIPLE EXTENSION ENGINES



WITH THE STARBOARD SKIN TAKEN OFF

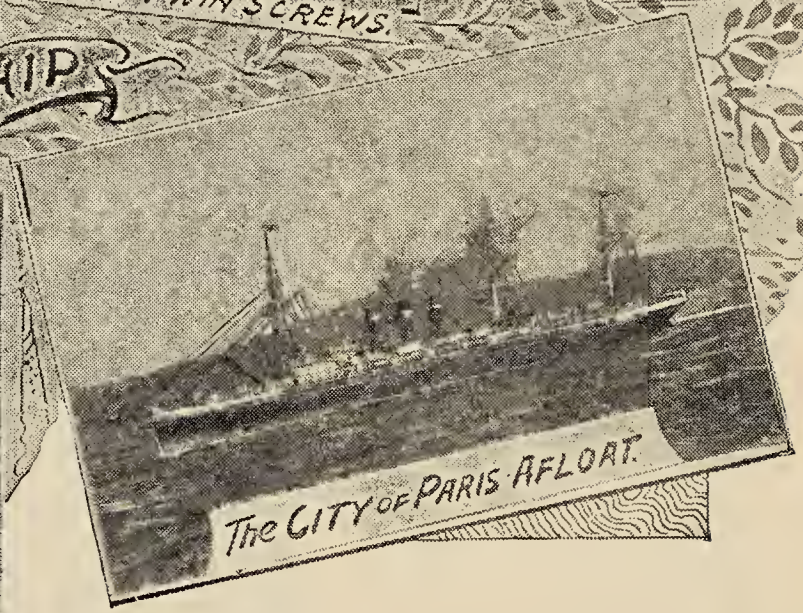
THE BUILDING OF THE SHIP



IN THE LIBRARY.



IN THE GRAND SALOON.



The CITY OF PARIS AFLOAT.

altering the letter rates of postage. The next Union is to be held either in 1895 or 1896, as may be hereafter decided. The representatives of the postal and telegraphic authorities of almost all civilized countries will form this "parliament of the world," and it cannot fail to be an event at once of public and social interest, and of immense business importance to the United States.

The Vienna Congress decided that every country of the Union should in future supply the public with a reply postal card. Another decision agreed upon was that a postal card of one country, posted in another country, should not, in future, be suppressed or destroyed, but should be sent to its destination, charged as an unpaid letter. The opportunity was taken of legislating on the subject of letters posted on board mail packets, on the high seas, or in foreign ports. In future, postage on letters posted on board a packet at sea should be prepayable, by means of stamps of the country to which the packet belongs, while, for letters posted on board ship in a foreign port, the sender should use the stamp of the country to which the port belongs. A concession was made to the large mass of people who use postal cards; so that, in future, the name and address of the sender may be either written or stamped on the address side. Formerly they might stamp, but not write, the name. A very satisfactory concession to commerce was the relaxation of the rule as to the dimensions of merchandise allowed through the mails. The increased dimensions adopted were practically equivalent to one foot in length, eight inches in width, and four inches in thickness.

The two United States delegates agreed to urge upon Congress legislation concerning three important questions. The first was that of indemnity for lost registered letters. The United States of America and two or three South American republics are the only countries which do not, in their domestic service, recognize responsibility for a lost registered letter. The second question was the uniformity of charge for registered letters. All countries in the Union (except the United States and two or three South American republics, which charge the equivalent of ten cents) charge for a registered letter the equivalent of five cents. In order to carry out the central idea of the Postal Union, to have it universal in practice, as well as in name, the American representatives agreed to urge this reduction. The third question was the treatment of frauds

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DE

L'UNION POSTALE UNIVERSELLE.

Abonnements

Il ne peut être pris que des abonnements annuels concordant avec l'année astronomique Prix de l'abonnement, port compris, fr 3 40 pour la Suisse, fr 4 pour les autres pays Prix du numéro. 35 cts port compris

Avis. Le montant de l'abonnement doit être transmis *franco* au Bureau international de l'Union postale universelle à Berne, au moyen d'un mandat-poste ou d'une traite à vue sur la Suisse.

XVII^e volume. **N° 8.** **Berne,** 1^er août 1892

Sommaire. FRANÇOIS DE TAXIS, LE CRÉATEUR DE LA POSTE MODERNE, ET SON NEVEU JEAN-BAPTISTE DE TAXIS EXTRAIT DU RAPPORT DE GESTION DU POSTMASTER GENERAL DE L'ILE DE CEYLAN, POUR 1890 BIBLIOGRAPHIE POSTALE.

François de Taxis, le créateur de la poste moderne, et son neveu Jean-Baptiste de Taxis.

1491—1541. [1])

Par M le Dr Joseph Rübsam, à Ratisbonne.

François de Taxis, fils de Simon et petit-fils de Roger de Taxis, qui entra au service de la maison de Habsbourg sous le règne de l'empereur Frédéric III et que celui-ci nomma chambellan et premier capitaine des chasses, était issu d'une *famille bergumasque* très ancienne, qui portait dans ses armoiries un blaireau (en italien *tasso*) passant. *Torquato Tasso*, l'auteur de la *Jérusalem délivrée*, est de la même famille que François de Taxis, le créateur de la poste dans le sens moderne du mot, ainsi que l'abbé Pierantonio Serassi [2]), l'auteur qui a étudié Tasso le plus à fond, le prouve d'accord avec Giambattista Manso [3]), marquis de Villa, l'ami intime et le premier biographe du poète [4]).

[1]) D'après des sources authentiques tirées principalement des archives centrales de la famille princière de la Tour et Taxis, à Ratisbonne

[2]) *Serassi, La Vita di Torquato Tasso* Rome 1785. 4°, p. 7 s. s

[3]) *Manso, Vita di Torquato Tasso.* Rome 1634. 12°, p 5

[4]) Voir entre autres *L'Union postale*, 16^e vol., 198, observation 4, et *Hopf, Atlas historico-généalogique.* Gotha 1858, I, 434

Franz von Taxis, der Begründer der modernen Post, und sein Neffe, Johann Baptista von Taxis.

1491—1541. [1])

Von Herrn Dr Jos. Rübsam in Regensburg.

Franz von Taxis, Sohn des Simon und Enkel jenes Roger von Taxis, welcher unter Kaiser Friedrich III in die Dienste des Hauses Habsburg trat und von demselben zum Kämmerer und Oberstjägermeister ernannt wurde, entstammte einer uralten *bergamaskischen Familie*, welche in ihrem Wappenschilde einen schreitenden Dachs (italienisch *tasso*) führte. *Torquato Tasso*, der Schöpfer des befreiten Jerusalem, ist mit Franz von Taxis, dem Begründer der Post im modernen Sinne des Wortes, gleichen Stammes, wie Abate Pierantonio Serassi [2]), der gründlichste Tassoforscher, im Einklange mit Giambattista Manso [3]), Marchese di Villa, dem vertrauten Freunde und ersten Biographen dieses Dichters, darthut [4])

[1]) Nach authentischen vorzüglich dem fürstlich Thurn und Taxisschen Centralarchiv zu Regensburg entnommenen Quellen.

[2]) Serassi, *la vita di Torquato Tasso*, Roma 1785. 4° S. 7 ff.

[3]) Manso, *la vita di Torquato Tasso.* Roma 1634. 12° S 5.

[4]) Vergl. u a. *Union postale* XVI, 198, Anmerkung 4 und Hopf, historisch-genealogischer Atlas Gotha 1858. I, 434

Francis von Taxis, the Founder of the Modern Post, and Johann Baptista von Taxis, his Nephew.

1491—1541. [1])

By Dr Joseph Rübsam in Regensburg

Francis von Taxis, son of Simon, and grandson of Roger von Taxis who had entered the service of the House of Habsburg during the reign of the Emperor Frederick III, and been appointed by him Chamberlain and Chief Master of the Huntsmen, was an offspring of a very ancient *family of Bergamo* whose escutcheon displayed a badger passant (*tasso* in Italian). *Torquato Tasso*, the author of « Gerusalemme Liberata », had the same ancestors as Francis von Taxis, the founder of the Post in the modern sense of the word, as is clearly shown by Abate Pierantonio Serassi [2]), the most competent student of Tasso, as well as by Giambattista Manso [3]), Marchese di Villa, the intimate friend and first biographer of the poet [4]).

Whether *Roger von Taxis*, the

[1]) According to authentic documents, for the greater part in the Archives of the Princes von Thurn and Taxis, Regensburg

[2]) Serassi, « *La Vita di Torquato Tasso* » Rome 1785. 4°. pages 7 and following.

[3]) Manso, « *La Vita di Torquato Tasso* » Rome 1634 12°, page 5.

[4]) See « *L'Union Postale* », XVI., 198, Remark 4, and also Hopf, « *Historisch-genealogischer Atlas* » Gotha 1858. I., 434.

A FIRST PAGE OF L'UNION POSTALE.

upon the postal revenue by fictitious or cleaned stamps. An English delegate gave full credit to Postmaster General Wanamaker for laying before the Vienna Congress a definite plan for an international postage stamp, but the differences of currency, variations of exchange, and various incidents of the money market were sufficient to cause the defeat of this proposition. America goes to the front, nevertheless, in everything.

Before the establishment of the Postal Union all mails destined for one country that had to be transported through another were sent to the port of the first intermediary country, and there opened and assorted; but the Congress provided for what is now known as the "closed mails" system. By this system the mails intended for any country are put up in closed pouches duly marked, and are never opened until they reach the country of their destination, being transported by all intermediary countries in the pouches in which they were first enclosed; and all the intermediary countries are required to see to their prompt and safe transit, the country dispatching the mails becoming responsible for the charges of intermediate transportation. If, by any means, a closed pouch is delayed in transit, the office receiving it notifies the dispatching office, and all intermediate countries are called upon for an explanation until the fault is fully placed.

The benefits of the registry system have also been extended so as to make that an international affair. Under the old system, when a letter was once placed in the mails and had started on its journey, the writer lost all control over it, and it could not be recalled under any circumstances. Now, in all countries except England, a letter may be recalled by the writer at any time before delivery. It often happens that this circumstance is of great moment, especially to banks. A year or two ago a firm of German bankers had forwarded a large remittance by registered letters to a bank in Philadelphia. Before the letters reached this country news was received in Germany that the American bank had failed. Application was at once made to the postal authorities of Germany and the letters were described so that they could be identified. The cable was brought in use, and a request made upon the American postal authorities to stop the delivery of the letters and return them to the postal authorities in Germany. The letters were intercepted and returned. England,

however, holds to the doctrine that when a letter has been deposited in the post office it no longer belongs to the writer, but is the property of the addressee, and must be delivered to that person alone.

Another important feature of the universal postal service is the greater effort now made to find the addressee under all circumstances and deliver his letter promptly. By a rule of the Union, if the addressee of a letter cannot be found after a reasonable effort, the letter must be returned to the office of dispatch, with the cause of failure duly endorsed on the cover. If a letter is returned by the office of destination without the cause of its non-delivery duly noted, it is at once sent back with a special request that a search be made for the addressee; and attention is called to the fact that it was improperly returned. Another marked improvement introduced by the Union is the rule requiring all short-paid letters to be forwarded. If one full rate is paid on a letter it must be forwarded to its destination; but on its delivery double the amount of the full postage is collected. This is in the nature of a fine to reduce to the minimum the amount of short paying postage. Each country being entitled to all the postage it collects, and being responsible, too, for the transportation of all its outgoing mail, the fine is added and collected from the addressee as it would be impossible in most cases to discover the sender.

The organ of the International Postal Union is *L'Union Postale*, a monthly publication printed, in parallel columns, in French, German, and English. It is extremely interesting to the general reader as well as to the postal expert, and is very generally contributed to by all of the members of the Union of consequence except the United States. A result of the last Postal Congress is an effort to bring together in one publication the names of all the post offices in countries embraced within the Union. This is a development of the special directory idea, and of the directory of all the streets in free delivery cities in this country, as published by the Dead Letter Office. It is to facilitate the delivery of foreign mail which has been improperly or insufficiently addressed by the public.

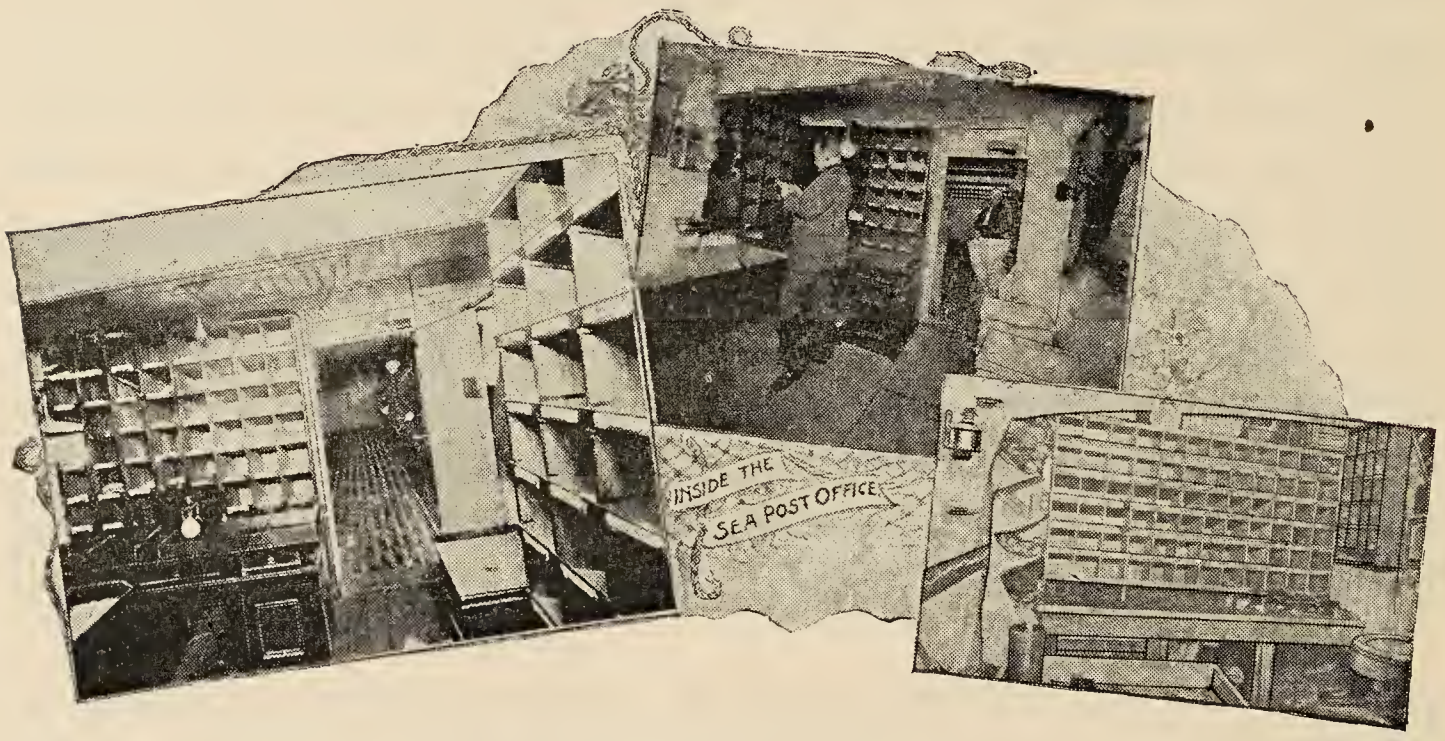
The application of the railway post office system to ocean steamers had been advocated for years, but the realization of the departure has only lately been brought about. The proposition was simply that travelling post offices should be established on the ocean lines, in

charge of experienced clerks, who should, while on the trip across, sort and distribute the mails into pouches properly marked according to a "scheme" to be furnished; so that on the arrival of the vessel at its destination the mails would be ready for forwarding, and if necessary, could be taken at once to the railway post office and be speeded on. Germany sent to this country one of her highest postal officials to perfect the details of the plan, and Mr. Potter, whose distinguished service in this affair caused him to be chosen one of the American delegates to the Postal Union, made a special trip abroad, upon the request of the Postmaster General, to conduct the negotiations for the United States. Contracts were made with the North German Lloyd's and the Hamburg-American steamers plying between New York, Bremen, and Hamburg, for the transportation of the postal clerks. Each country, it was agreed, should furnish one postal clerk for each vessel. This arrangement admitted of the receipt of mail destined to any foreign country, for which Germany is the intermediary country, up to the last moment before the sailing of the vessel. There was also a gain of time for mail for forwarding, which amounted to several hours; for it had already been prepared; and here was an even greater advantage to those engaged in commerce. Postmaster Van Cott of New York says:

> The sea post offices westward prepare for the direct delivery to carriers at the general post office and branch post office stations, the mail for all parts of this city, thus securing its almost immediate delivery to addressees on the day of the steamer's arrival, in many cases, where, under the old arrangement, from two to fourteen hours would have elapsed between the arrival of the steamer's mail at the general post office and its delivery to addressees. Again, in the case of distribution for other than city delivery matter, the advantages derived are even more decided. By the establishment of the sea post office service, trunk line connections in this city have been secured by which from four to twenty-four hours have been gained in the delivery of mails to addressees on the direct lines, and from several days to a week at points served by branch railroads and star route lines; as in the last case failure to make a trunk line connection here increases the difference in time of delivery to addressees from hours to days, according to the frequency of the special service. Business men in Chicago and St. Louis have been enabled to send answers by the same steamers from which they received the original communication.

There is small doubt that this system will soon be extended to the British and French lines. The cost is small. The average number of letters handled by the clerks on each trip is over 60,000, — be-

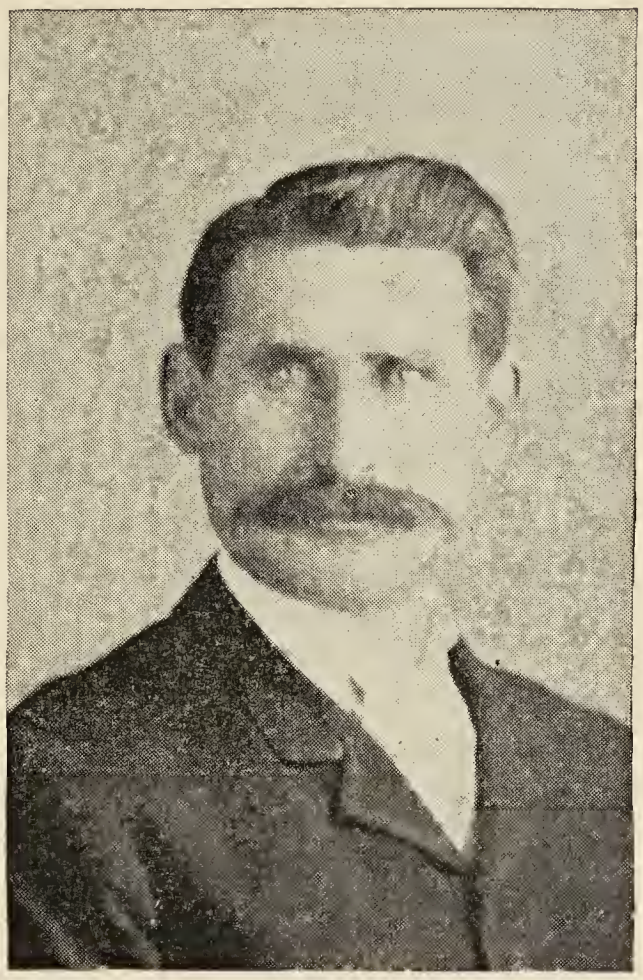
sides from one hundred to two hundred sacks of printed and general matter. The American clerks make one error in about 4,000 distributions and average well up with the railway postal clerks. A secondary development of the ocean service would be the employment of a tug to receive the inward mails from the steamers as they pass Sandy Hook. Separations would be made on this boat for the trunk line railways, and the mail would be delivered at the piers nearest to the different railroad stations. Hours are sometimes consumed by steamers waiting for the port physician, or in docking, and sometimes 1,500 pouches arrive on a single steamer. Unquestionably



much delay is caused if the Western and Southern pouches have to go to the city post office. But the steam tug would require a congressional appropriation.

The American clerks in the ocean post offices have invariably been appointed from the Railway Mail Service or from the body of clerks in post offices who have been accustomed to handle foreign mails. A smaller number of applicants than might have been expected came forward; but it was hard, nevertheless, for many to understand that familiarity with the particular class of work required, as well as a certain seaworthiness, were assumed to be indispensable qualifications. It has been reasonably suspected that some clerks have been fortunate enough to be appointed and have made a trip or two merely for the sea voyages. They have fallen by the wayside. The men who have not been accustomed to the sea have grown salty and now

behave like real deep-water fellows. There have been several changes in the force of ocean post office clerks, however, and the not infrequent changes due to seasickness, or to some general inability of the clerk to endure ocean travel, necessitates the employment of a substitute. Young unmarried men of good habits are preferred for this service. Some of the German clerks have left the sea post offices to enter the military service of the Kaiser. The new German appointees are invariably postal experts.



MR. C. H. OLER, SEA POSTAL CLERK.

Improvements can be made in the accommodations for the sea post offices. Many of the working rooms are small. They are waste rooms, so to speak, poorly ventilated, and situated over the screws, or opposite the steerage kitchens, at some distance from the storage rooms, and likely to be obstructed by passengers. The letter cases are sometimes inconvenient, and there is insufficient room for handling the large amount of printed matter inward; and these defects (which will disappear with time, no doubt) are the more to be objected to, because the ocean post office is an important feeder of the great trunk lines. The American postal clerk is also without a uniform, and, insomuch as his appearance is due to his habiliments, compares unfavorably with the stalwart German.

Mr. Chas. H. Oler, one of the ocean postal clerks, and the winner of the Postmaster General's railway mail medal, awarded to the clerk of best record in the whole service, has written to the *R. M. S. Bugle* about the duties of the ocean postal clerk:

"On the trip from New York to Hamburg or Bremen they are called United States-German sea post offices, and the United States clerk is supposed to be clerk in charge, and all mail, both letters and papers, are distributed, the distri-

bution comprising something near twenty railway post offices and 'directs' for all towns and cities deserving it. On the trip from Germany to New York, the lines are called 'Deutsch-Amerik' sea post offices, and the German clerk is in charge. On this trip we open not only the German mails, but closed mails from countries beyond Germany, including Sweden, Norway, Russia, Denmark, and Austria. But we are only required at present to State the mail, and make up the principal cities, and work New York City into stations. The mail averages about seventy-five thousand letters and fifty bags of papers on each trip, and had we the facilities that are to be had in a railway post office, would only be a matter of a day or two to distribute all of it, but as it is at present, we labor at quite a disadvantage, owing to a lack of room. Our office for work is about ten by twenty feet with a case in either end containing each sixty boxes. In these sixty boxes we must make our distribution of papers as well as letters, for we are not blessed with even the 'Harrison rack.' We have now and then a hook around the wall on which we can hang a bag.

"All the bags are brought from the storage-room by the deck hands and are opened by the waiter, and all packages opened and placed on the table, also tied out, and bags closed and sealed by him, so that we can get rid of most of the laborious part of the mail service. Another important feature of this business is that all slips are stamped by the waiter, which is usually a source of annoyance to postal clerks unless their wives come to the rescue. Our food is of the best and in great supply, and what is better we get it at regular hours, and only five times a day. Twenty-seven cents a day is allowed us by the German Government for 'sacramental' purposes. Every evening we have a concert and dance lasting two and one half hours, and one night of each trip a regular dance equal to the average society ball.

"On arriving at Hamburg we pay our respects to the director of the post, and are then free until the day we return. We have seven days there and our expenses are paid at a hotel, as the ship lies so far from Hamburg, that it is impossible to stay aboard. In New York we only have five days off. We have no work to do during the time, neither are we dodging telegrams for fear of extra runs.

"As to the German clerks, I can only speak of one with whom I am associated. I find him a very able and proficient man, very careful and painstaking. He has more than the average intelligence, having taken an eight years' course in college preparatory to the work, besides having been in active service for five years. They are required by their government to appear in military uniform when not on duty, and when they sally forth with their blue coats with brass buttons and the sword by their side, we, with our little regulation cap, sink into utter insignificance. Taking the work as a whole, I find it much easier and cleaner work than in a railway post office. One can stand and work with perfect ease in an ordinary sea, and during high sea the smoking-room is the best place to pass away time."

The mails have been thought a very effective way of spreading cholera, yellow fever, and small pox. When a disease like either of these makes its appearance in a household, it is, of course, the bounden duty of some member of the family to write to friends in other localities about it all. Paper, like clothing, is a fine vehicle

for the deadly disease germs. Health officers are quick to put up flags on infected houses and shut off the inmates from personal contact with outsiders, but they seldom take adequate precautions against the mailing of letters. Indeed, they have themselves been known to post such letters themselves. Of late years it has been a common practice, at our Southern ports especially, to fumigate mails received from the West Indies, or Central or South America, at every recurrence of yellow fever. This is a very necessary precaution; yet never has adequate provision been made properly to perform the work, and no post office in the whole country is furnished with proper materials or appliances.

In England fumigation is performed by puncturing each letter or paper with a number of holes, small enough so that they will not destroy or make illegible the contents; and it is next subjected to a strong dry heat. The sacks or bags are then disinfected both by dry heat and by sulphur fumes. In this country the usual process has been simply to burn sulphur under the mail bags. This is a very incomplete method. With the exception of those received by the North German Lloyd's and the Hamburg-American lines all the foreign mails that reach this country come in closed pouches, and are not opened after leaving the dispatching office until received at the post office on this side. No one except duly authorized agents of the postal service has any authority to open a closed mail pouch. Hence all that health officers can do is to fumigate the pouch itself. It is almost impossible to find any method by which such fumigation may be made complete. The mails do not belong to this country until they are officially turned over at the completion of the voyage, and the United States authorities are therefore powerless.

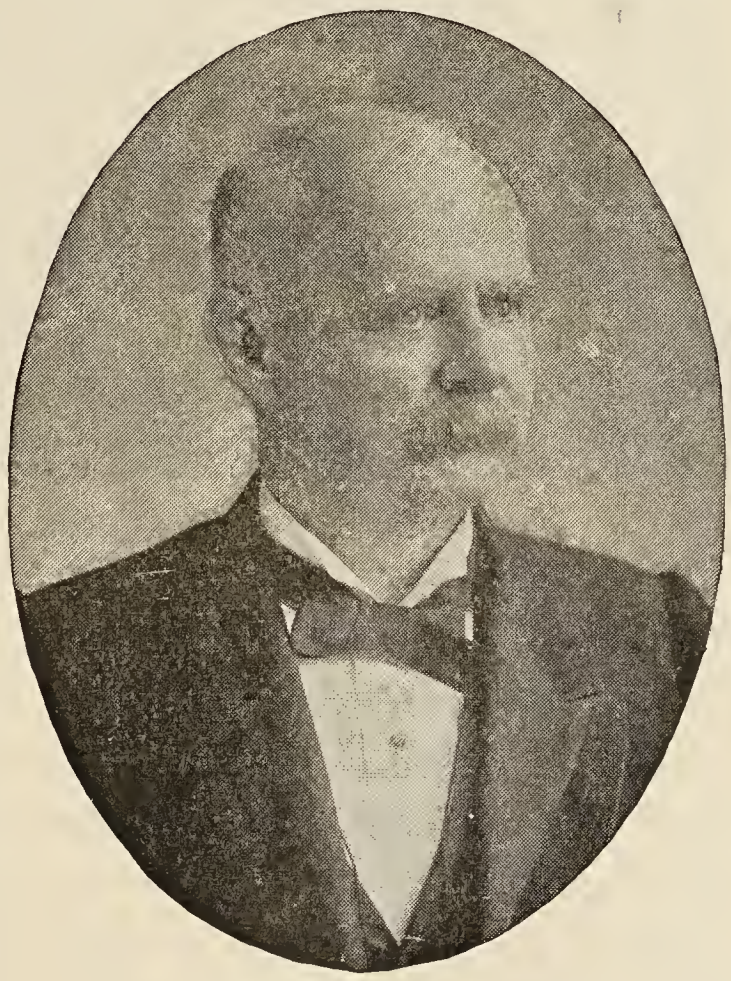
It has been suggested that the Postal Union ought to provide that in times of pestilence no mails shall be forwarded from an infected country until they have been thoroughly disinfected, and further, that on arrival at their destination, if quarantine has been established, they shall be at once turned over to the postal authorities of the port at quarantine. It is generally accepted that a high dry heat is the only sure destruction of disease germs, and as no such heat can be applied to mail in a closed pouch, it follows that the pouches should be opened and the contents subjected to the fumigating process, so that each separate letter or package may receive the

application. One of the methods now employed at some of the offices is to suspend the letters in a wire basket and burn sulphur underneath. That method is better than none, but it is very imperfect; and moreover, the application of dry heat, unless great care is exercised, is liable to injure, if not destroy, parts of the mail. A patented method of disinfecting mails thoroughly without injury to them is a fortune to its possessor.

Reformers delight to advocate a reduction of ocean postage to two cents. Hon. J. Henniker Heaton, member of Parliament for Canterbury, is at the head of this movement on the other side. He has visited this country in order to solicit the support of Postmaster General Wanamaker for a reduced ocean postage rate. The Postmaster General has maintained that, while the change would be a proper and valuable advantage to foreign-born citizens who have left friends behind in Europe, it is a change that will come shortly and it ought to be delayed until a one cent domestic rate is a certainty. Mr. Heaton's arguments are that the people have no right to expect the post office to be self-sustaining, that greater postal facility encourages commerce, that a cheap postage is of benefit to all without regard to condition, and that cheaper postage rates would promote a more brotherly feeling between England and her colonies.

THE PAY AND WORK OF POST OFFICE CLERKS.

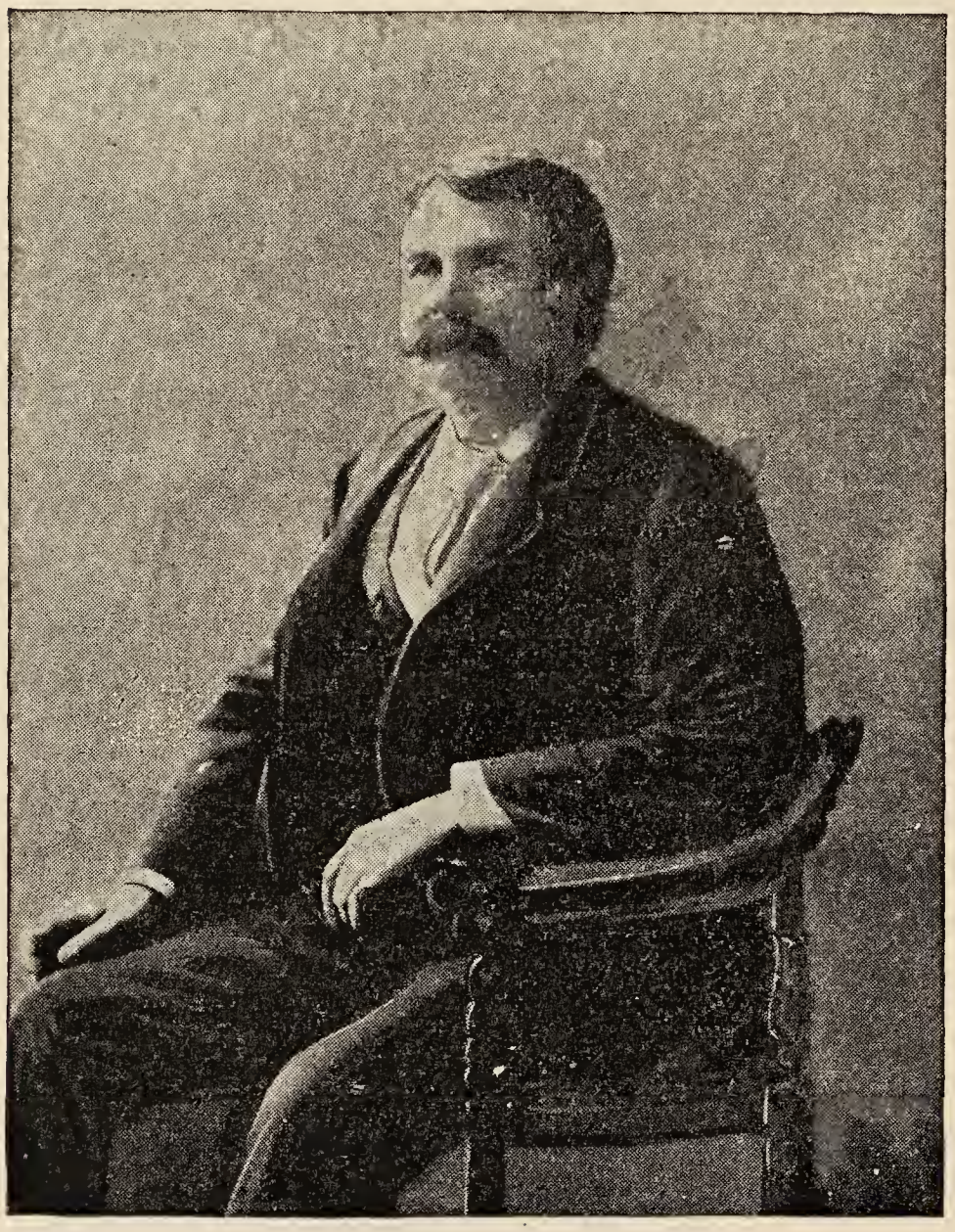
THE position of First Assistant Postmaster General has been made famous by Hon. Adlai E. Stevenson and Hon. James S. Clarkson. But the duties in the performance of which they became chiefly notable are now performed by the Fourth Assistant Postmaster General. He now appoints the fourth class postmasters. But while the First Assistant's office has been relieved of this labor, it has become more important in a purely business way. It has long been the idea of Postmaster General Wanamaker that the Post Office Department needed a better business compactness, regularity, and promptness. Early in his official career he recommended the appointment of a comptroller, or actuary, of the Department, who should be a permanent officer paid $10,000 a year. His proposition was not received with favor by Congress. Mr. Wanamaker did secure, however, the creation of the office of Fourth Assistant Postmaster General, in order that the Divisions of Appointments, Bonds, and Inspection might be consolidated in it, and the office of First Assistant left to deal with the important bureaus of



HON. ADLAI E. STEVENSON.

Salaries and Allowances, of Post Office Supplies, of Free Delivery, of Money Orders, of Dead Letters, and of Correspondence.

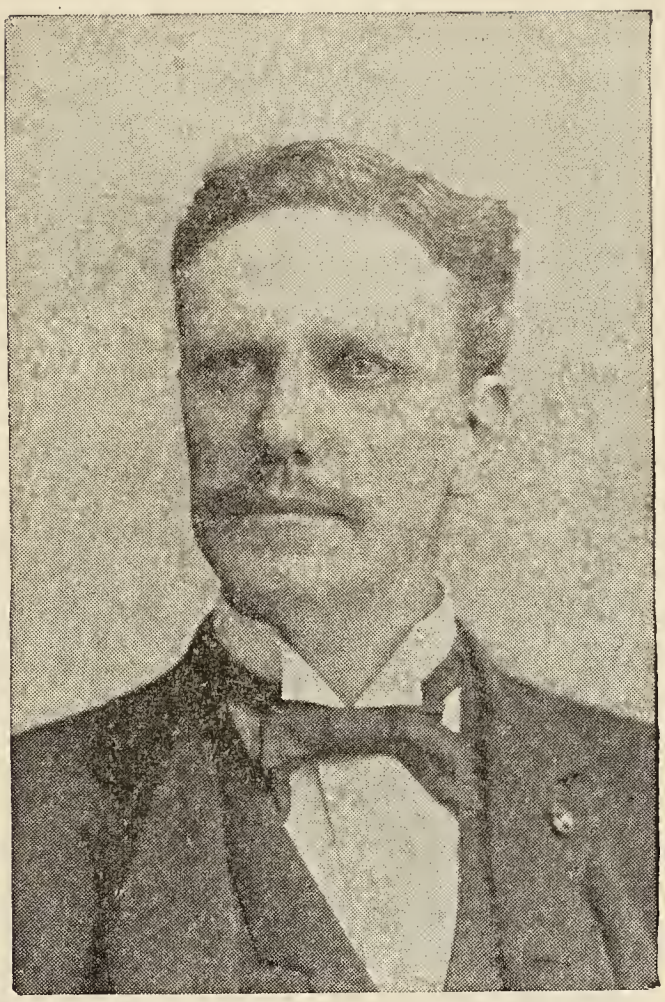
Col. Smith A. Whitfield, a New Hampshire boy who went to war and became a real soldier and who was afterwards collector of internal revenue and postmaster at Cincinnati, and later Second Assistant Postmaster General, was the First Assistant when these changes were brought about, and his familiarity with the service and all its branches was an important factor in the rearrangement of the departmental routine. The chief clerk in the First Assistant's office is Mr. Edwin C. Fowler. He went to the public schools of Baltimore and was a bookkeeper. In 1869 he entered the Department. In 1876 he was "principal clerk of appointments." When the Division of Appointments was created Mr. Fowler was promoted to the chief's place, and in 1889 he was appointed chief clerk to the First Assistant. Mr. Fowler has exhibited unusual tact in handling the very troublesome appointment cases incident to the changes of administration which he has seen, and has won the friendship of scores of public men.



HON. JAMES S. CLARKSON.
(From a photograph in the First Assistant's Office.)

The division of the First Assistant's office naturally considered first is that of Salaries and Allowances. The most important duties assigned to this division are the annual adjustment of the salaries

of postmasters; the consideration of allowances for clerk hire, rent, fuel and light, for first and second class post offices, and for "separating" clerk hire for the third and fourth class post offices at intersecting mail routes; the allowance of rent, fuel and light for third class offices, and of miscellaneous incidental items, including furniture and advertising for first and second class offices; the examination of the quarterly returns and accounts of postmasters before they are finally passed by the Sixth Auditor; the adjustment and regulation of the salaries and duties of clerks at first and second class offices; the leasing of premises for post offices; the establishment of postal stations; the classification of clerks; the adjustment of money order clerk hire; the supervision and regulation of box rent rates and of deposits for keys for lock boxes; and the management of the correspondence involved in all these affairs. The appropriations of Congress under the charge of this division comprise chiefly the compensation of postmasters and of clerks in post offices, and amount to over twenty-five million dollars annually. The post office appropriation bill for the current fiscal year, for example, comprises the following items:



COL. SMITH A. WHITFIELD,
Late First Assistant.



MR. EDWIN C. FOWLER,
Chief Clerk to the First Assistant.

For compensation to postmasters	$15,250,000
For clerks in post offices	8,360,000
For rent, fuel and light, first and second class offices	747,000
For rent, fuel and light, third class offices	610,000
For miscellaneous items, including furniture	110,000
For advertising (office of Postmaster General)	18,000
For canceling machines	40,000
	$25,135,000

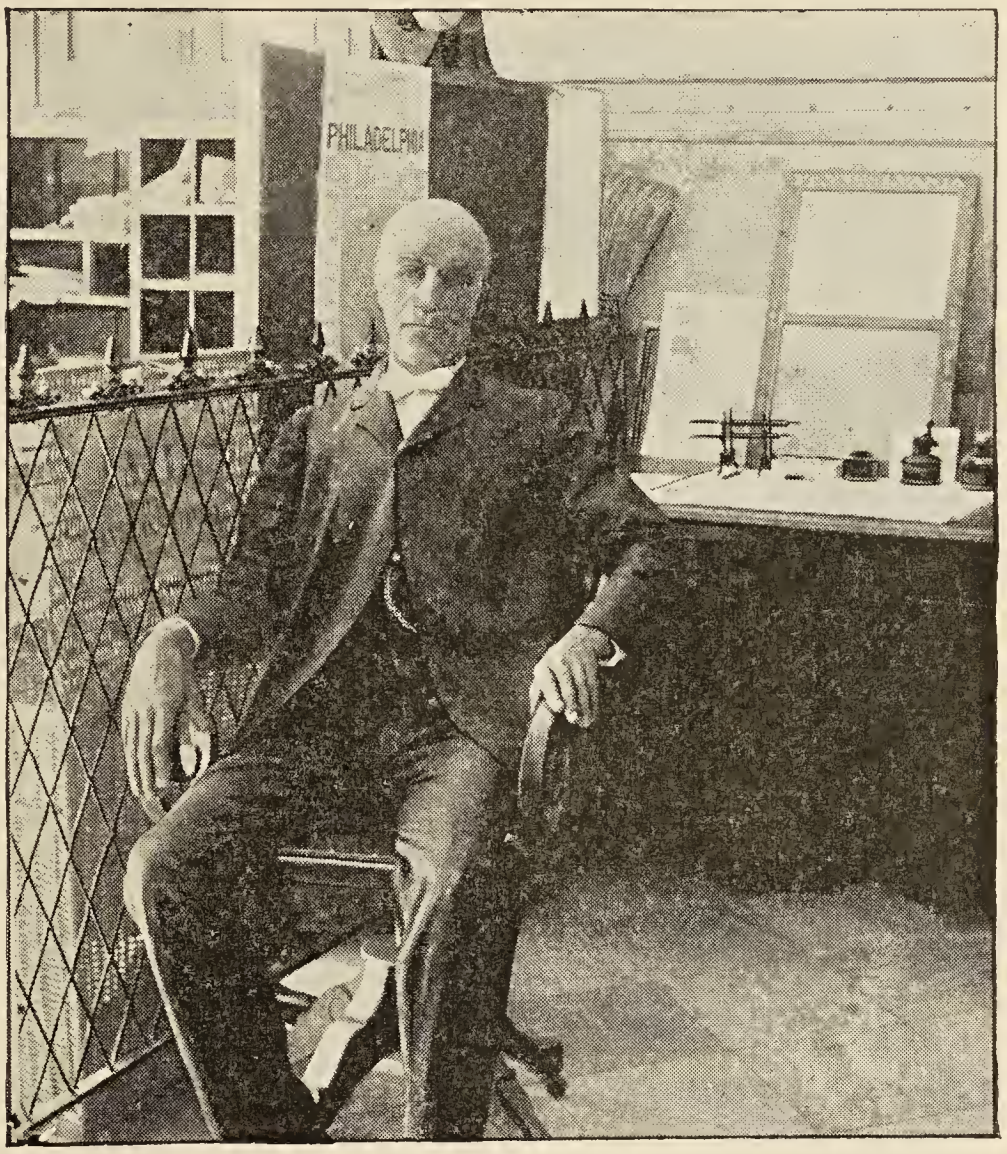
The method of making allowances for clerks in post offices varies somewhat with local conditions. The postmasters at the first and



THE FIRST ASSISTANT POSTMASTER GENERAL'S OFFICE.

second class offices are required by law on the 1st of July of each year to submit rosters of their clerical force, and these rosters are reviewed to ascertain all facts as to the number of persons employed, their age, compensation and character of duties, and whether the duties and compensation are in harmony with the terms of what is known as the Classification Act passed by Congress in 1889. For instance: The postmaster at New York has a list, or roster of clerks, involving about sixteen hundred employees, with

salaries aggregating an annual allowance of over $1,300,000, a force nearly three times as large as that employed in the Post Office Department at Washington. His application for increased help must of necessity always receive unusual consideration. So it is with Chicago, Philadelphia, Boston and all of the more important first class offices. It is a matter of great moment to decide how the demands for increased clerical help at offices of such importance can be met, for hundreds of other cases are meritorious, and the annual appropriation applicable for this purpose is, of course, always limited.



OLD TOM,
The First Assistant's Faithful Messenger.

The Department is obliged to make the closest examination of the applications made for allowances, comparing the growth of receipts from year to year with the increase of force asked for; and this examination sometimes involves the appointment of a commission of postal experts or post office inspectors, who visit the office in question and go over the ground item by item with the postmaster. The reports of these officers are properly briefed, prepared with the latest data obtainable, and laid before the First Assistant, or perhaps the Postmaster General himself, and acted upon as the facts warrant. If approved, the recommendations contained in the reports are put in operation by the fixing of allowances in the sums agreed upon from a specific date, and the postmasters are

advised accordingly. Sometimes, as a result of these investigations, allowances have been reduced, as it has been found that a rearrangement of the clerical force could be made to meet the requirements of the service without additional cost.

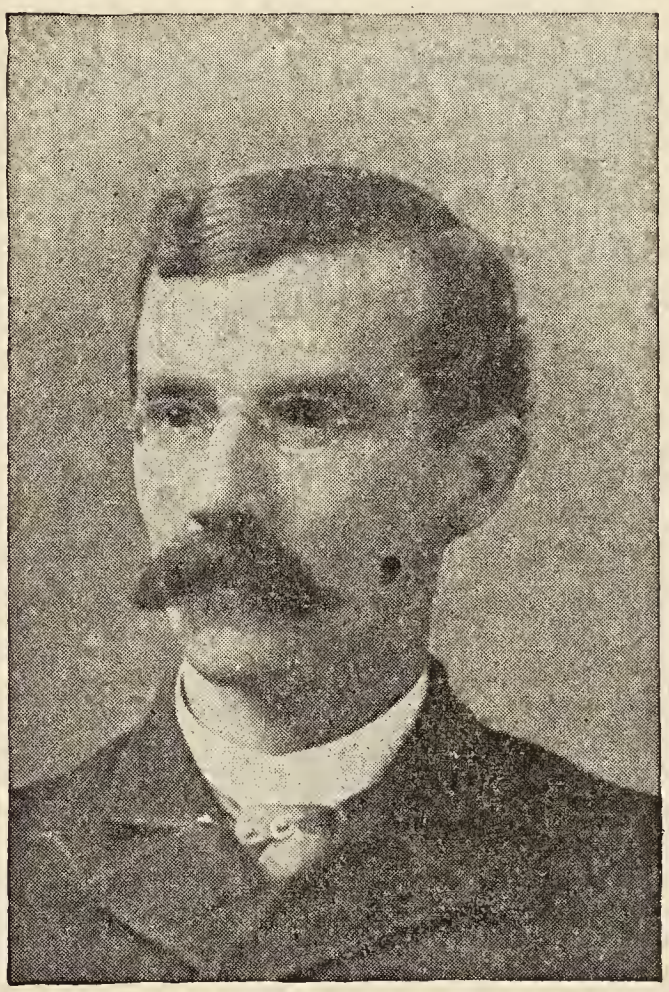
The postmasters at presidential offices of the third class are not required to furnish yearly rosters of clerks. Postmasters at third and fourth class post offices at intersecting mail routes are allowed, out of the appropriation for clerk hire, certain sums for what is known as separating service, or service performed in separating the mails for star routes. The making of allowances of this nature is governed largely by the local conditions surrounding the offices, and it is all subject to a fixed law.

For allowances for rent, fuel and light at post offices there are two distinct appropriations made by Congress, one for offices of the first and second classes, and the other for offices of the third class. The Department exercises much deliberation in fixing the allowances for these items also, and the applications of this nature are generally examined by inspectors, who receive very full instructions in the premises. Under the present methods buildings are secured in many cases, especially at offices of the first and second classes, under leases for terms ranging from one to five years, at fixed annual rentals, placed in some instances at the nominal sum of one dollar. In others the sums are much larger. At Denver the rental now paid for the post office is at a rate of $10,000 per annum. When a post office is moved into a Government building, the allowances for rent, fuel and light are discontinued by the Post Office Department.

The minor articles required by postmasters at first and second class offices in conducting the business of their offices, known as "miscellaneous items," are fixtures, furniture, directories, towels, stoves, telephones, typewriters, and so on; and all the requisitions are carefully scrutinized before being passed. Items of this kind are generally estimated for each quarter in advance, and postmasters are instructed to make their purchases accordingly. The advertising of letter lists by postmasters, the expense of which, on account of the limited appropriation, is allowed only to the larger first class post offices, is also made a subject of searching review.

The Division of Salaries and Allowances is one of the busiest arms of the whole Government service and is very widely known. The

average postmaster has not, unfortunately, a very exalted opinion of this division, as the always limited annual appropriation, coupled with the fact that the postal service cannot be prevented from growing, necessitates the closest scrutiny of his applications for increased allowances. Generally his application is scaled down to what seems to him a very unsatisfactory sum, if it is not declined altogether. In hundreds of cases, consequently, postmasters pay salaries out of their own resources. The Salary and Allowance Division is the Mecca of the hustling Congressman. If he is successful in demonstrating the merit of his postmaster's case, he goes away feeling that life is really worth living after all; but if the application is rejected, he is not half so charitable as he would be if he stopped to reflect that the reason why money cannot be allowed to post offices in the necessary proportion is simply because it is not voted by the Congressman himelf and his patriotic colleagues. The appropriations are, in fact, always inadequate, and to this immovable fact is to be attributed not only the overwork and the under-pay of clerks in post offices, but also the payments of salary by postmasters who are determined to furnish some sort of service, Congressional appropriation or no Congressional appropriation. The Salary and Allowance Division is overwhelmed with work so much that it cannot discharge work quickly, and doubtless hundreds, if not thousands, of letters have to be written every year saying, not that possible things have been done and impossible not done, but rather that all sorts of things will receive consideration.



MR. ALBERT H. SCOTT,
Chief, Division of Salaries and Allowances.

The operations of this Division are tremendous. Witness a summary of them for the year ended June 30, 1892:

Letters received	39,629
Letters written	58,182
Circular letters sent out	34,239
Allowances made :	
Clerk hire	11,553
Rent, fuel and light	18,562
Miscellaneous items	19,459
Advertising	594
Allowances declined :	
Clerk hire	4,226
Rent, fuel and light	2,671
Miscellaneous items	4,042
Advertising	586
Amounts allowed :	
Compensation to postmasters	$15,249,565
Clerks in post offices	7,933,639
Rent, fuel and light	1,230,523
Miscellaneous items	120,456
Advertising	14,072

The chief of the Salary and Allowance Division since 1883 has been Mr. Albert H. Scott. He entered the postal service nearly six years previous to this appointment, and was rapidly advanced through the different grades of clerk. He was born in Ohio, of sturdy Scotch Presbyterian stock. While yet a boy, he went with his parents to Iowa. After the war the family were united in Washington, however. Mr. Scott earned his own education. He became a civil engineer, and served over six years in the coast survey, winning frequent approval for his work, and was a member of the expedition which determined the longitude of Washington, Cambridge, Paris and Greenwich. A year later, in 1874, he was an assistant astronomer of the Chatham Island Transit of Venus party, and his services here were especially commended by Admiral Davis, president of the commission. During Mr. Scott's connection with the postal service the revenue has increased from $27,531,585 to $70,930,476, or 158½ per cent.; the expenditures from $32,522,504 to $76,490,734, or 136⅗ per cent.; and the appropriations under his immediate charge from $10,825,000 to $25,135,000, or 132⅕ per cent. The number of presidential post offices has grown from 1,397 to 3,221, or 131 per cent., and the total number of post offices from 37,345 to 67,105 or 80 per cent.

There are about one hundred and seventy-five Government build-

ings in which post offices of the first, second, third, and even fourth classes are located. The items of rent, fuel and light for offices of the third class, or offices where the gross receipts range from $1,900 to not exceeding $8,000, and the salaries of the postmasters consequently from $1,000 to $1,900 a year, are about $600,000 annually. The maximum sum for rent is limited by law to $400 a year and the maximum for fuel and light to $60 a year. There are about 2,300 offices of the third class. The fourth-class postmaster personally has to pay for his quarters, his fuel and his lights; for there is no authority in law for allowances of this kind.

Where post offices are located in Government buildings, post office boxes are provided by the Treasury Department. At first and second class post offices the lessor, by agreement in the lease, frequently furnishes the box outfit. Patrons of post offices may provide lock boxes or lock drawers for their own use under certain conditions. In all other cases boxes must be furnished and kept in repair by the postmaster. The fixing of box-rent rates is supervised by the Department, but depends largely upon local conditions. Boxes are rented for sums ranging from five cents to fifty cents per quarter for call boxes, and from ten cents to five dollars per quarter for lock boxes and drawers.

The introduction of the free delivery service has always increased the revenues of the post office affected — because increased facilities always cause an increased volume of letter writing. But many business firms want to send for their mail oftener than the carriers can deliver it, and the deliveries of the Department cannot immediately be made frequent enough entirely to accommodate them. Postmaster General Wanamaker has therefore proposed a uniform price for box rents, to be "fitted by the Department, at which boxes are to be rented by the quarter to persons residing within the free delivery district." He adds:

"Those persons living outside the free delivery district, and yet within the delivery of the office, should be provided with boxes free of charge. At second and third class offices, where the free delivery is in operation, there are many unoccupied boxes all the year that could be assigned to patrons of the office at a saving of clerk hire, for it is less labor for a postmaster to distribute mail matter into an assigned box and deliver it from there, than to thrust it into the general delivery, which means the separation of the letter mail of a family, under the various alphabetical methods, into many receptacles, the regular and transient

papers into overfilled cases that for want of time are sometimes inaccurately searched; and the result is late delivery, and sometimes none at all."

"It would seem but simple justice that the patrons of an office who are denied the free delivery by carriers should have extended to them the next best service obtainable, and at the same rate, which is undoubtedly the box delivery. I am in favor of free delivery wherever it can be put into operation; but until that is provided for by law I would meet the justifiable complaints of patrons in the rural districts, who charge the Government with discrimination, by assigning to each head of a family living outside of the free delivery of the office a free box; and this, in my opinion, will not require more than three hundred boxes as an average for second and third class offices. At offices where there is no free delivery I propose to abolish box rents altogether."

There is a very unbusinesslike thing which the Division of Salaries and Allowances wastes valuable time upon, because the laws of Congress compel it. Fixtures in many of the post offices are inadequate and shabby, not half fit for a country as glorious as the United States, not suitable at all for the quick and accurate handling of mails. The postmaster, when he is appointed, either buys new fixtures of the manufacturer at such prices as he himself may name (and if he is extra economical, the fixtures will be extra inadequate), or else he buys the old fixtures of his predecessor sometimes by a prearranged transaction which has affected his appointment favorably. There is no question that it would be business economy and good service for the Government to provide post office fixtures and furniture. Another unbusinesslike thing is the matter of the rental of presidential post offices. About fifteen per cent. of these are quartered in premises which have to be leased. The leases run from one to five years, and eighty per cent. occupy premises for which the rental is renewed annually. Moreover, the hundreds of postal stations occupy leased quarters. In all this leasing much local contention, and sometimes a good of local scandal, result; for political and social, as well as illegitimate business influences are brought to bear to change locations and hold up prices. All this irregularity, both in leases and in furniture, would be done away with by the erection of small post office buildings by the Government; and that plan has been advocated in Congress, as well as by officers of the Department, in and out of season, to no purpose.

The annual appropriation made by Congress for the advertising of the Department was once $80,000; now it is but $18,000. This decrease in the allowance has been found unpleasant enough by

hundreds of newspapers in the past few years; for not only is the Department circumscribed in its power to advertise widespread such matters of general importance as proposals for material use by the Department, but the local letter lists, in scores of cases, have had to be cut down, published free, or thrown out entirely. It has been contended by many that the advertised letter lists ought surely to be paid for by Congressional appropriation, especially since the recent efforts of the postmasters, with the help of the Dead Letter Office directories, have greatly decreased their size; and it would seem impossible really to throw the matter of bidding for material open to public competition without really advertising that the material was wanted and offering intending bidders a chance. But the Subsidy Law provided for some $14,000 worth of advertising, at the least calculation, without so much as a thought of providing the money with which to do it. So that it is perhaps not strange that the every-day advertising of the Department is repeatedly overlooked.

"The ordinary good clerk of the Government," said Postmaster General Wanamaker recently, "might suit perfectly well in any other of the civil places, but for post office work he must almost learn a trade. There ought to be a kind of apprenticeship with promotions that would produce motion throughout the ranks from lowest to highest place. The post office should be a school for the railway mail, the railway mail for the Department, the Department for the division chiefs, and the highest places in the service. The qualities that make a good postal clerk are of a high order — on his memory, accuracy, integrity hang the engagements of the business and the social world. An idle minute on the railway postal car may be felt across a continent. The unready pouch carried past the railroad junction goes to the next station to be returned to await the lost connection. That one wasted minute often means a mail ten hours late all the way along the run of 10,000 miles. The postal service is no place for indifferent, or sleepy, or sluggish people."

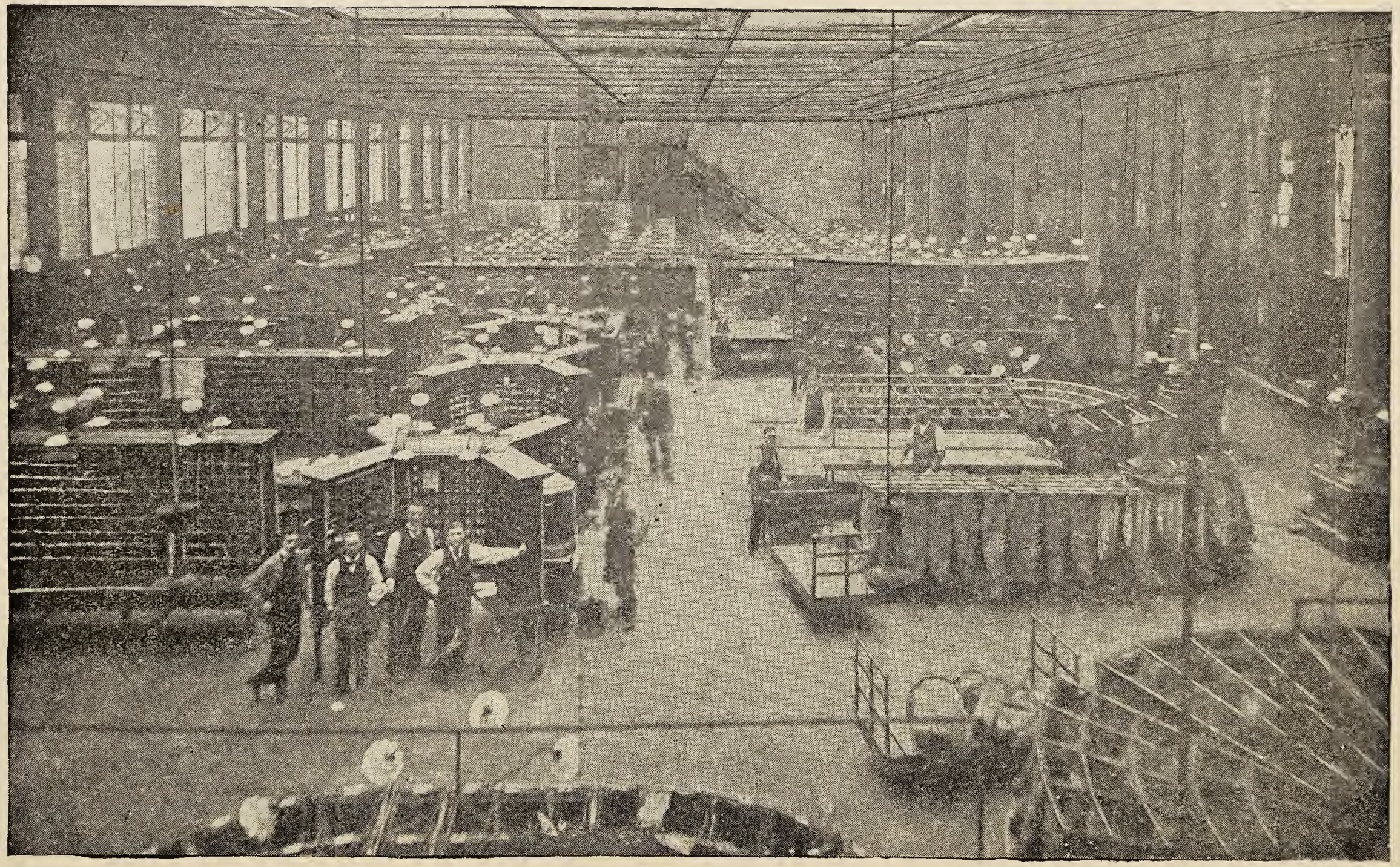
The postal clerks inside the offices, as well as on board the railway postal cars, all know this. They know what hard work is. They know what it is to be continually alert, and active, and accurate. Yet thousands try for entrance into the service; try to pass the examination, wonder why they fail, wonder why they are not appointed when they succeed, and finally give up all hope of secur-



THE MAILING DIVISION OF THE PHILADELPHIA POST OFFICE.

ing places, — or else secure appointments after they are little welcome. The tables of the Civil Service Commission show the number of persons examined, the number that failed, and the percentage of failures, the number that passed, the number appointed, and the per cent. of those that passed who were appointed, during periods mentioned, in the Railway Mail Service, in the classified postal service, and in the whole classified service (which includes as well as these two branches the departmental service and the customs service) as follows:

	Examined.	Failed.	Per cent. of failures.	Passed.	Appointed.	Per cent. appointed of those that passed.
RAILWAY MAIL SERVICE.						
May 1, 1889, to June 30, 1889 ..	2,236	434	19.4	1,802	125	6.9
July 1, 1889, to June 30, 1890 ..	4,463	1,334	29.8	3,129	1,400	44.7
July 1, 1890, to June 30, 1891 ..	3,706	1,118	30.2	2,588	1,062	41.0
Total	10,405	2,886	27.7	7,519	2,587	34.4
POSTAL SERVICE.						
July 16, 1883, to Jan. 15, 1884 ..	1,941	822	42.3	1,119	372	33.2
Jan. 16, 1884, to Jan. 15, 1885 ..	3,233	971	30.0	2 262	1,249	55.2
Jan. 16, 1885, to Jan. 15, 1886 ..	4,113	1,160	28.2	2,953	1,473	49.9
Jan. 16, 1886, to Jan. 15, 1887 .. / Jan. 16, 1887, to June 30, 1887 ..	7,467	2,245	30.1	5,222	3,254	62.3
July 1, 1887, to June 30, 1888 ..	6,103	2,471	40.5	3,632	1,924	53.0
July 1, 1888, to June 30, 1889 ..	10,702	4,087	38.2	6,615	2,938	44.4
July 1, 1889, to June 30, 1890 ..	11,193	4,289	38.3	6,904	2,850	41.2
July 1, 1890, to June 30, 1891 ..	8,538	2,698	31.6	5,840	2,861	48.9
Total	53,290	18,743	35.2	34,547	16,921	49.0
SUMMARY.						
July 16, 1883, to Jan. 15, 1884 ..	3,542	1,498	42.3	2,044	489	23.9
Jan. 16, 1884, to Jan. 15, 1885 ..	6,347	2,206	34.8	4,141	1,800	43.5
Jan. 16, 1885, to Jan. 15, 1886 ..	7,602	2,568	33.8	5,034	1,881	37.4
Jan. 16, 1886, to Jan. 15, 1887 .. / Jan. 16, 1887, to June 30, 1887 ..	15,852	5,106	32.2	10,746	4,442	41.3
July 1, 1887, to June 30, 1888 ..	11,281	4,413	39.1	6,868	2,616	38.0
July 1, 1888, to June 30, 1889 ..	19,060	7,082	37.2	11,978	3,781	31.6
July 1, 1889, to June 30, 1890 ..	22,994	9,047	39.3	13,947	5,159	37.0
July 1, 1890, to June 30, 1891 ..	19,074	6,288	33.0	12,786	5,395	42.0
Total	105,752	38,208	36.0	67,544	25,563	38.0



INSIDE THE CINCINNATI POST OFFICE.

The figures show, therefore, that for the Railway Mail Service two fifths are appointed who pass, and that less than three quarters pass; that for the classified postal service perhaps one half are appointed who pass, and that 65 per cent. pass; and that for the whole classified service 38 per cent. are appointed who pass and about 65 per cent. pass. In the departmental service 25 per cent. are appointed who pass, and 62 per cent. pass; and in the customs service 23 per cent. are appointed and not quite 60 per cent. pass.

The subjects, and the relative weight given to them, for the clerical examination are as follows:

Subjects.	Relative weights.
First: Orthography	2
Second: Penmanship	1
Third: Copying	3
Fourth: Letter-writing	1
Fifth: Arithmetic	3
Sixth: Geography and local delivery	5
Seventh: Reading addresses	5
Total of weights	20

A sample examination paper, say for the fifth subject, arithmetic, is as follows:

Question 1. Express in words the following: 990,050,006.0021.

Question 2. Express in figures the following, avoiding the use of common (or vulgar) fractions:—

One million three thousand seven hundred and one and one ten-thousandth.

Question 3. Express in words the following signs and figures: 20 lb. 8 oz. @ 2c. per oz. = $6.56.

Question 4. If a railroad car runs 41½ miles per hour, how far would it go in 12 days running 10½ hours per day?

Give work in full.

Question 5. If paper is worth 40 cents per pound, what is the cost of one sheet of paper weighing six pounds to the ream? (480 sheets = 1 ream.)

Give work in full.

Question 6. The following table shows, in part, the amounts appropriated for and the amounts expended in the office of the First Assistant Postmaster General for the year ended June 30, 1886. Required: (1) the total amount expended, (2) the total amount appropriated, and (3) the unexpended balance.

Items.	Amounts expended.	Amounts Appropriated.
Postmasters' salaries	$11,348,178.17	$12,300,000.00
Clerks' salaries	4,977,663.47	5,150,000.00
Carriers' salaries, etc.	4,312,296.70	4,485,000.00
Wrapping paper	28,766.49	35,000.00
Totals		
Total expenses brought down		
Unexpended balance		

Question 7. Three gross of lead pencils are divided equally among the clerks in a post office, giving to each clerk eleven and leaving a remainder of fourteen pencils. How many clerks are there in the office?

Give work in full.

Question 8. Find the value of each of the following items and the total value of the whole: —

28,155 one-cent stamps . . . . . $
3,200 two-cent stamps . . . . .
12,200 five-cent stamps . . . . .
25,500 one-cent stamped envelopes @ $11.30 per M. . . . . .
31,500 two-cent stamped envelopes @ $21.30 per M. . . . . .

Total . . . . . $

Question 9. An office uses 98 pounds of twine per year in tying packages. Allowing 178 yards to the pound, how many packages are tied if each requires an average of 1½ feet?

Give work in full.

Question 10. Multiply 693.6 by 785.09 and divide the product by 25.

Give work in full.

The messenger examination, which is also used for the examination of applicants for the position of porter, piler, stamper, or junior clerk, is as follows:

Subjects.	Relative weights.
First: Orthography	2
Second: Penmanship	2
Third: Copying	4
Fourth: Arithmetic	2
Total of weights	10

A sample examination paper, say for arithmetic, the fourth subject is this:

Question 1. Add the following, placing the total at the bottom: —

210,286.36
188,763,129.37
490,206.57
6,433,132,873.68
8,856,764,397.49
563,097,579,084.03
3,235,603,007.70

Question 2. The area of New Hampshire is 5,955,200 acres; the area of South Carolina, 19,564,800 acres; and the area of Pennsylvania, 28,937,600. By how much does the area of Pennsylvania exceed the areas of New Hampshire and South Carolina combined?

Give work in full.

Question 3. During the year 1886 a postmaster rented a building at the rate of $100 a month, and paid two clerks $45 each per month, and had left out of his annual salary $200. What was his salary?

Give work in full.

Question 4. Write in words the following numbers and abbreviations: 903,014 lbs. and 15 oz.

Question 5. Write in figures the following number: one million twenty-three thousand and five.

Question 6. A mail package contains 4,992 letters averaging one half ounce each. How many pounds of mail in the package?

Give work in full.

Question 7. The postmaster at Pittsfield, Mass., made requisition for 98 sheets of 1-cent stamps, 54 sheets of 2-cents tamps, 32 sheets 3-cent stamps, 12 sheets 5-cent stamps, and 6 sheets 10-cent stamps. What was the total value of the stamps required, each sheet containing 100 stamps?

Give work in full.

Question 8. The total weight of a newspaper mail is 918 pounds. What is the weight in ounces?

Give work in full.

Question 9. Write in sign and figures: Eight hundred and twenty-five thousand and twenty-five dollars and seven cents.

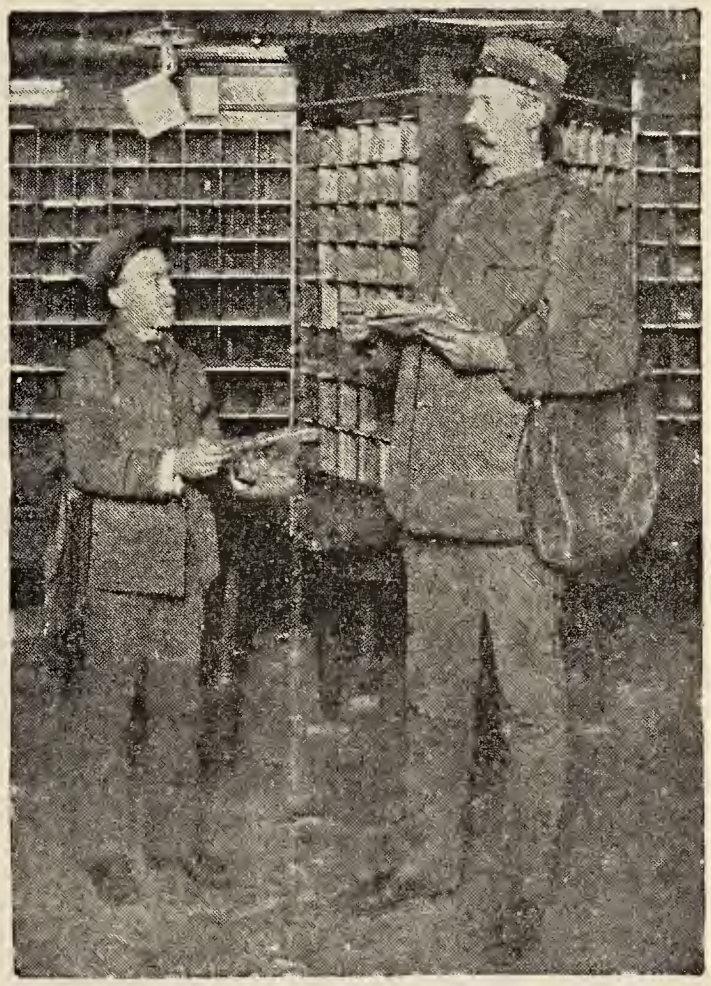
Question 10. A postmaster buys 5 gross of pencils at $21.60. What is the cost of each pencil?

Give work in full.

The following table shows the number of appointments and separations in the classified service, the service at the post offices of cities which have fifty employees or more, for an average year, say the one ended June 30, 1891. It has local interest everywhere:

Location of post-office.	Certified three times, but not selected for appointment.	Selected for appointment, but did not enter on duty.	Appointments.							Separations.			
			Original.					Reinstatements.	Aggregate.				
			Clerks.		Carriers.	Pilers, stampers, messengers, etc.	Total.			Removals.	Resignations.	Deaths.	Total.
			Male.	Female.									
Albany	4	3	4	..	18	4	26	..	26	10	4	..	14
Atlanta	7	3	16	..	16	2	34	..	34	2	18	..	20
Baltimore	11	18	39	1	103	...	143	1	144	57	18	2	77
Boston	5	7	67	..	95	6	168	2	170	25	40	3	68
Brooklyn	27	9	16	..	64	4	84	4	88	14	11	3	28
Buffalo	3	7	18	..	15	4	37	3	40	11	7	2	20
Chicago	31	26	104	1	83	141	329	20	349	152	114	7	273
Cincinnati	17	...	14	..	27	21	62	6	68	34	25	3	62
Cleveland	7	2	13	..	22	...	35	3	38	2	23	1	26
Columbus	3	1	2	..	15	8	25	..	25	8	7	..	15
Dallas	7	1	3	..	8	1	12	..	12	...	1	..	1
Denver	...	...	26	1	33	...	60	2	62	...	...	...	....
Des Moines	16	4	6	3	27	...	36	1	37	...	...	...	....
Detroit	13	2	5	4	24	10	43	..	43	1	12	2	15
Grand Rapids	...	...	2	..	9	2	13	..	13	2	3	..	5
Hartford	1	...	1	..	8	...	9	1	10	4	2	..	6
Indianapolis	3	1	5	..	11	...	16	2	18	2	2	1	5
Jersey City	1	2	5	..	16	2	23	..	23	3	6	2	11
Kansas City	1	1	9	..	10	...	19	1	20	3	9	..	12
Los Angeles	2	9	8	..	8	...	16	..	16	4	9	..	13
Louisville	20	3	20	1	19	6	46	..	46	9	11	..	20
Memphis	2	1	3	..	5	...	8	..	8	1	2	..	3
Milwaukee	5	1	2	..	11	2	15	1	16	5	2	1	8
Minneapolis	7	3	9	..	16	2	27	..	27	3	3	2	8
Nashville	...	...	1	..	5	...	6	..	6	...	1	..	1
Newark	12	17	8	..	25	...	33	..	33	5	11	1	17
New Haven	...	...	4	..	8	...	12	..	12	2	6	..	8
New Orleans	6	5	21	1	35	5	62	2	64	19	6	..	25
New York	175	96	182	10	160	117	469	16	485	146	148	23	317
Oakland	2	...	2	..	8	...	10	..	10	...	1	..	1
Omaha	2	...	5	..	....	...	5	..	5	1	....		1
Philadelphia	31	12	219	..	100	...	319	42	361	106	74	15	195
Pittsburg	16	...	20	1	38	7	66	3	69	1	10	..	11
Portland, Me.	1	...	5	..	6	...	11	..	11	8	5	..	13
Providence	1	1	12	..	12	...	24	2	26	1	7	1	9
Richmond	1	2	9	..	13	...	22	..	22	4	1	..	5
Rochester	9	2	10	..	11	5	26	..	26	6	3	..	9
St. Louis	21	13	12	..	34	36	*82	5	87	24	25	5	54
St. Paul	3	3	7	1	6	1	15	1	16	2	4	..	6
San Francisco	14	7	27	18	72	7	124	5	129	5	3	..	8
Springfield, Mass.	...	...	1	..	3	1	5	..	5	1	2	..	3
Syracuse	5	2	4	..	20	1	25	..	25	4	3	..	7
Toledo	5	4	3	..	13	...	16	2	18	...	5	..	5
Troy	1	...	1	..	2	1	4	..	4	1	1	..	2
Washington	9	2	59	..	35	1	95	5	100	14	21	..	35
Worcester	2	2	6	..	8	...	14	..	14	1	2	..	3
Total	509	272	1,015	42	1,277	397	2,731	130	2,861	703	668	74	1,445

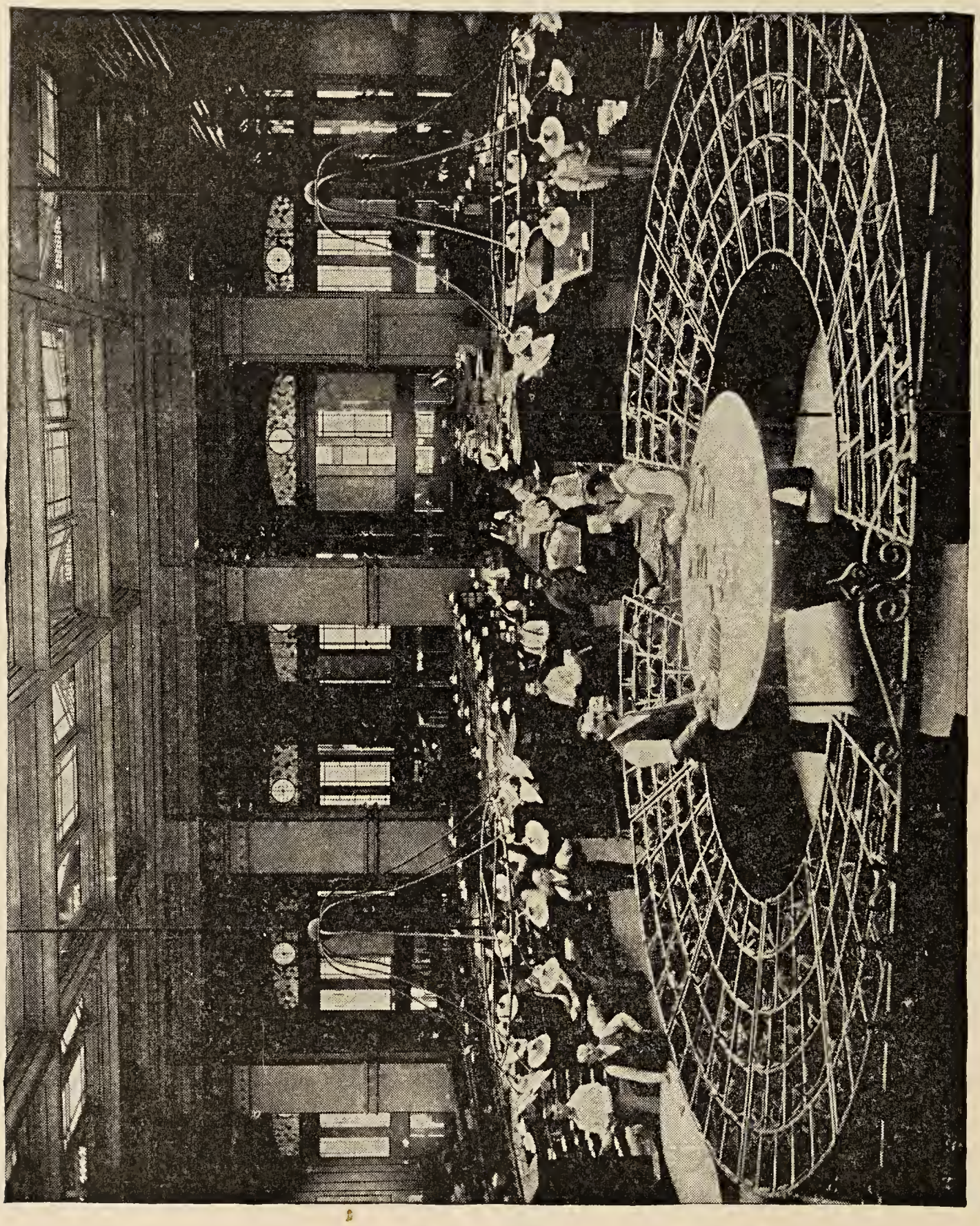
A sight-seer chances to enter the mailing department of the Chicago post office, the basis here as everywhere, of post office work. There are, perhaps, four hundred regular employees. Of these seventy-five give their time to the distribution of letters and a hundred to the distribution of newspapers. There are five kinds of mail matter handled each day, 25,000,000 pounds of paper and periodical mail each year, and 10,000,000 of miscellaneous matter; and all this weight represents 125,000,000 individual pieces distributed.



LOUIS STERNBERGER & WM. H. HOGAN,
The big man and the little man in the Chicago office.

"The men in this department," said a writer for the Chicago *Evening Post* recently, "are not worked any harder than they are in other parts of the office. The average hours of duty are not less than eight and generally not more, although the clerks are willing to work twelve, when during the holiday season there is an unusual use of the mails. In one sense the boys in the mailing department do not have so good a time as in other branches, because they are required to undergo examination at stated periods, much like the clerks in the Railway Mail Service. There are changes constantly being made in the nomenclature of the offices and new offices are sprouting up all over the country; the distributors of letters and papers have to master this fresh knowledge all the time. Examinations follow, so that the authorities may get a good idea of the retentive capacity of each man's memory. It is absolutely necessary to the efficiency of the service that only men with good gray matter within their skulls shall be kept at this work, and the periodical examination is the only way of determining this fact satisfactorily.

"The mailing department is the bee hive of the office. No drones



LETTER SECTION, MAILING DIVISION, ST. LOUIS POST OFFICE.

are permitted to draw their salaries there. So much depends upon promptness and dispatch. The big mails that come in from the East must be assorted in time for the fast out-going Western trains. Delay would not be tolerated, because a letter must have the same rapidity of transportation as is given to the passenger; all of which is quite right from the point of view of the correspondent. When the mail comes in the entire force is alert, and when once they bend their energies to the work it is a deft man, indeed, who can manage to get a word in edgeways."

One of the clerks in the New York office not long ago described in good set terms the disadvantages and dangers, even, under which the clerks in large post offices labor.

"The clerk is held strictly accountable," he says, "for every moment of lost time. He has to work from ten to twelve hours per day and every holiday and Sunday without any extra compensation in an atmosphere laden with the most pestilential microbes brought by the sacks containing the mail matter, besides the most intolerable stenches which prevail for want of proper and scientific ventilation. Now, after standing from ten to twelve hours throwing off this matter for dispatching, is it any wonder that postal clerks are exhausted? Is it any surprise that germs of the most virulent diseases are inhaled, thus shortening the lives of the men at least ten years? The men employed at this business must pass a severe examination according to civil service requirements, all for the munificent sum of $50 per



BIG, BUT LIGHT FINGERED.

month. From the moment one enters until he emerges from the post office pest hole not a ray of God's luminary is seen, which is so necessary to the quickening of the natural functions."



DISTRIBUTING LETTERS.

The remedy, as almost always, is undeniably with Congress; or rather, it is with the people who do not understand that the post office clerks work in cramped, unhealthy quarters, often in basements, without the sunlight, and do not express their protests in the liberal votes of their representatives. Postmaster General Wanamaker has repeatedly advocated the construction of public buildings of fewer stories, or perhaps of only two or three at the most, in large cities; this, so that light might come down from overhead and air escape that way.

The postal clerks who work inside, out of the sight of the public, have just been discussed somewhat. Around the edges of the big post offices are the stamp clerks, the registry clerks, the general delivery clerks and the inquiry clerks. They meet the great, sovereign people, and they must possess good tempers. The stamp clerk meets almost every day the man who wants his stamp put on for him, the wit who thinks a stamp or two ought to be thrown in with a dollar's worth, and the gentleman who, when he lays a hundred copper cents down and has them refused, insists upon standing in the way of a line of twenty people and doling his coin out copper by copper and taking his stamps in payment one by one. There is the hog who will never stand in line, and the hog who always insists on waiting to stamp his letters at the very window. There is the

woman with no end of questions. Her letter is the lightest that can possibly be written, and yet she wants to know how many stamps it will take. The clerk has to weigh that letter. Then the woman keeps the line in waiting to ask how long it will be before her missive reaches its destination, a thing which anybody is supposed to know better than a stamp clerk. It was recorded recently in New York that a middle-aged woman, after she had purchased a five-cent stamp with which to send a letter to Scotland, asked if five



IN THE ROUTING ROOM.

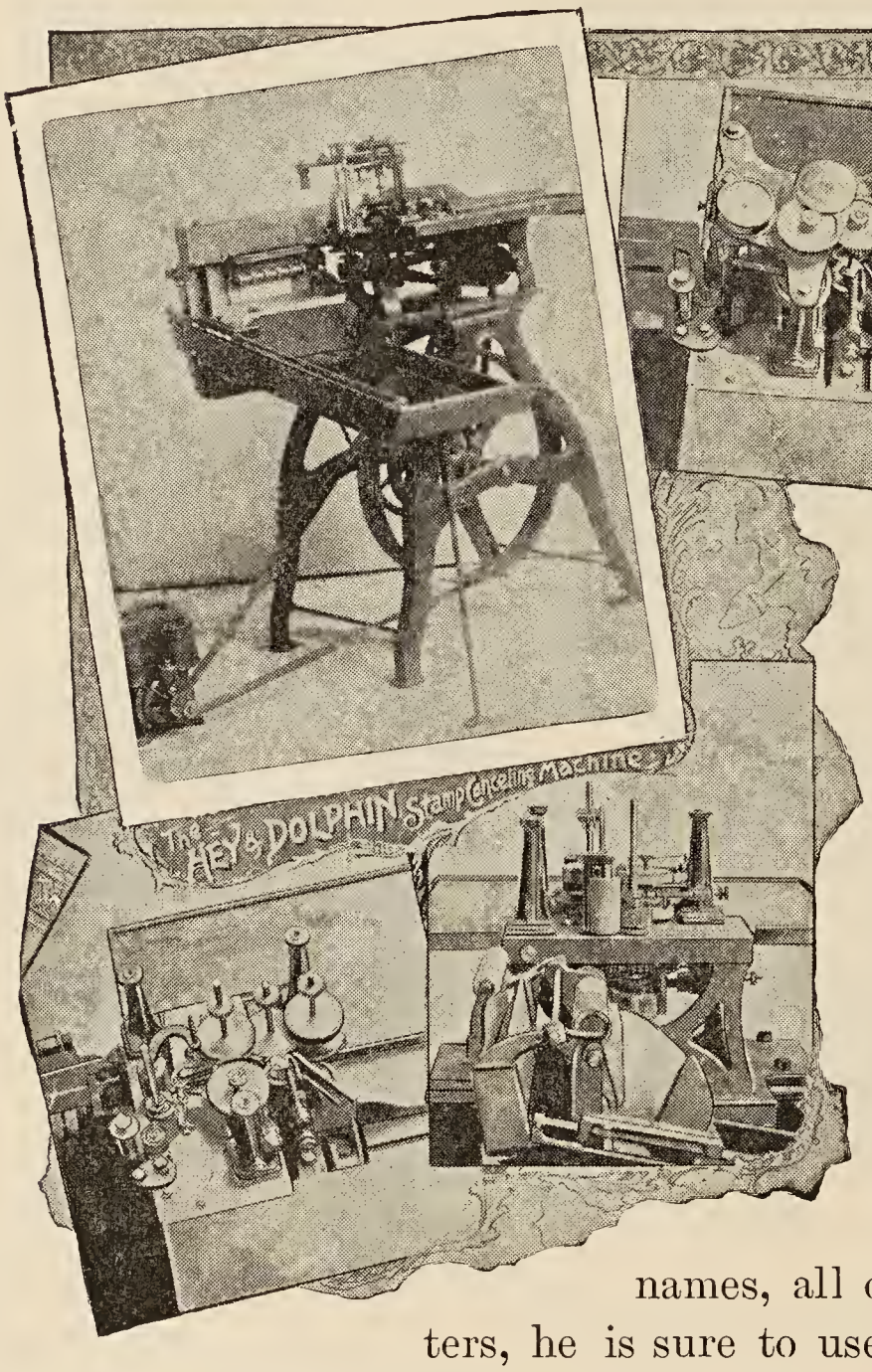
one-cent stamps would do as well; and when she was informed that they would she handed back the single stamp and took the five one-cent stamps. Then she wanted the stamp clerk to stick them on for her. Often the story is about a man. Not long ago (this happened in New York also) a man waited twenty minutes in the wrong line and at last found himself before the window.

"Well, mister," he cried, "I suppose you have got time to 'tend to me now. I just want this postal order cashed."

When he was informed that postal orders were cashed at another window, he called the clerk a liar and asked him to step outside. The police removed him.

The general delivery clerk in the smaller office has quite as hard

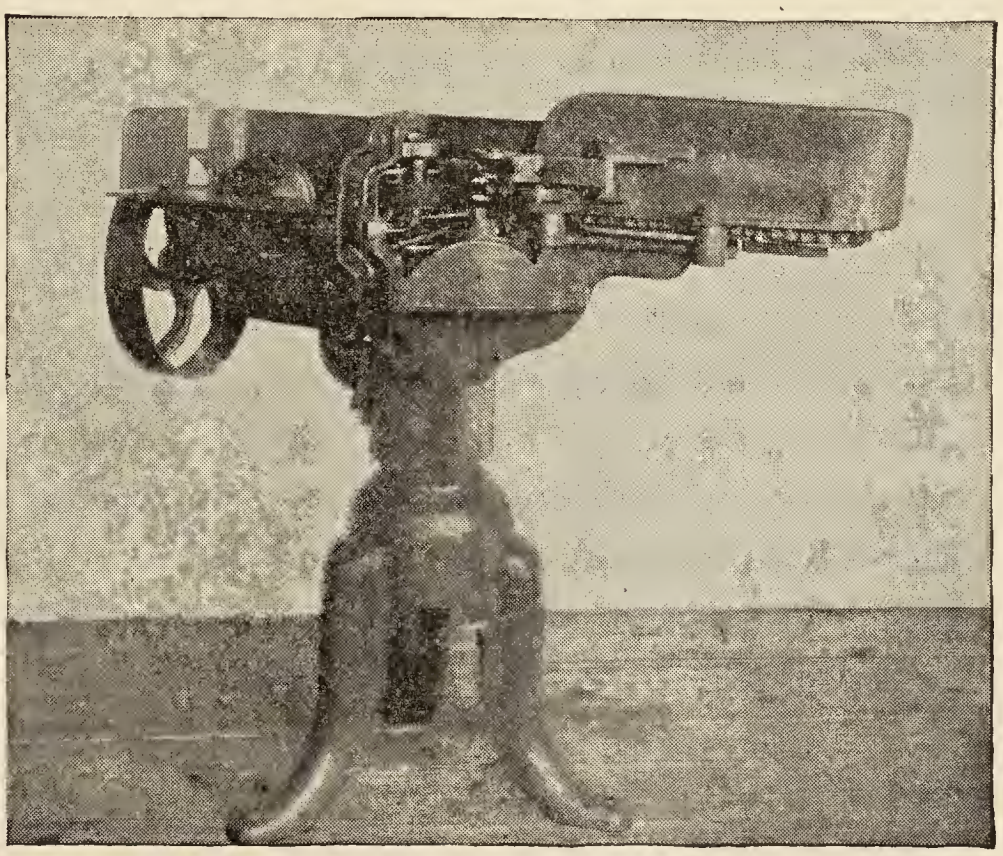
a time of it. He cannot talk back, because the person who excites him to righteous anger may be the leading banker, or the leading politician, or even the smart clergyman of the town; or he may be — simply a fool. Here the good temper comes in again. The general delivery clerk has to deal with the family that will never allow its mail to be delivered by carrier, and with the man who brings his family with him to the post office two or three times a day and inquires for the mail for each one, of which, of course, there isn't any. He has to deal with the stray African, who has from two to six names, all of which, in calling for letters, he is sure to use; and frequently he must read their long-expected missives for them. He has to deal, indeed, with the sweet Irish lass who does not give her name, and when the innocent clerk asks for it, thinks it is her lover's name he wants, and will not tell. If he is a new man, some one tells him every day that his predecessor was a "perfect gentleman."



A visitor to the Inquiry Division of the Boston Post Office ran across some queer things. He found a pair of boots, and a bag of rutabaga turnips, both unmailable, of course; and a broken box, bearing the Queen's stamp, directed only "Boston, America," and this could not be forwarded, for there are at least a dozen Bostons in these United States. In another broken box an ideal hair curler, sent from Philadelphia to a Maine girl, reposed, and it seemed to

have been intended for a Christmas gift. There was other unmailable stuff, — and heaven does not know how it might ever be returned to its multitudinous owner. There was a big collection of Christmas cards, beautiful in design and tender in sentiment, but never to reach their destinations, because the addresses were "To Charley and Tricksey, with love from their affectionate Aunt Lillie." A card or book in a ragged wrapper read "Julia with a Merry Christmas to all; from Joe." "To Maud from Nellie," read another, and in the miscellaneous basket there was a heap of stuff, a box of fern fronds, a book entitled "Daily Food," music rolls, a pair of socks, a black feather fan, a cyclopedia of medicine, a silver perfume bottle, a silver button hook, a metal match box, several rings and American coins, an ugly looking razor, advertising cards, a pair of kid gloves, a package of posters announcing "Ten Nights in a Barroom," a box of caramels, a package of marking ink, a roll of yellow satin ribbon, a rubber rattle for "Baby Henry."

The great, surging torrents of business for the postal clerks come at Christmas-time. Besides the immense volumes of additional mail of the ordinary sort, and of bundles and packages without number of the extraordinary sort, there are hundreds of communications to a gentleman who never wrote a letter in his life, and who never answers a letter that he receives. It is Santa Claus. It has been left for the *Sun* to discover, — and what other paper should discover it? — that the home of Santa Claus is in New York, despite the fact that he is constantly



THE BOSTON STAMP CANCELLING MACHINE.

pictured driving reindeer and sledge over a snow-bound country covered with fir trees. For this reason nearly all of his letters go through the local post office there and are forwarded to Washington. The letters come from all over the country. Most of them come from places outside of New York. It is interesting to look over Santa Claus's mail. Of course one cannot open it any more than it would be allowed to open the mail of any other private or public citizen. The addresses are so curious, and written with such evident pains, and the parenthetical remarks, which are often added as a last reminder on the envelopes, so appealing, and there is such an air of confidence and sincerity about them all, that it is not necessary to examine the contents for entertainment.

The letters come in all sorts of envelopes, and some of them in none at all. There are delicately tinted letters, with crests on the back, from children who plead for a pony or a carriage. Then there are the letters of another sort from destitute little ones, who plead for a stockingful of candy or a rattle for the baby. Eighteen letters for Santa Claus were received at the New York Post Office one day in last December. No two were directed exactly alike. The first was the only one in which a definite address was given. It was:

MR. SANTA CLAUS,
444 CHERRY STREET,
New York.

This was written in a scrawling hand, but the numbers were quite plain. It was probably the only one of the lot that did not go directly to the Dead Letter Office. There was the name, a definite number, on a definite street, in a definite city, and in the lower left-hand corner was the regular United States two-cent postage stamp. So the letter was given to the proper carrier, who took it to the Cherry Street address. When it came back the legend was stamped in red ink across the face:

REMOVED. PRESENT ADDRESS UNKNOWN.

One letter dated at Haverstraw was addressed like this on a thick, creamy envelope:

MR. SANTA CLAUS,
NEW YORK CITY.
P. S.—If not called for by Xmas please return.

This was the only one in which Mr. Claus was addressed familiarly. The majority of the letters were addressed strangely. There were numerous variations in the spelling of Claus, and not a few, probably Germans, wrote it with a K. Here was one :

TO DEAR SANTA CLAUS,

NEW YORK CITY.

This was dated from Stanfordville, N. Y. It was not quite so fervent as the next:

DEAR MR. POSTMASTER.

Bring this to dear Santa Claus.

Sometimes when the envelope was carelessly sealed, or when there was no envelope at all, the missive being held in shape merely by the stamp, it came apart and the contents were disclosed. Under these circumstances it was, perhaps, permissible to read them. Under any other, there would be a manifest impropriety in prying into the confidences of these youngsters. There was one such letter among the eighteen. It came folded and turned down at one corner, and the stamp was placed so as to hold the folded corner down. It read as follows:

CHITENANGO, N. Y.

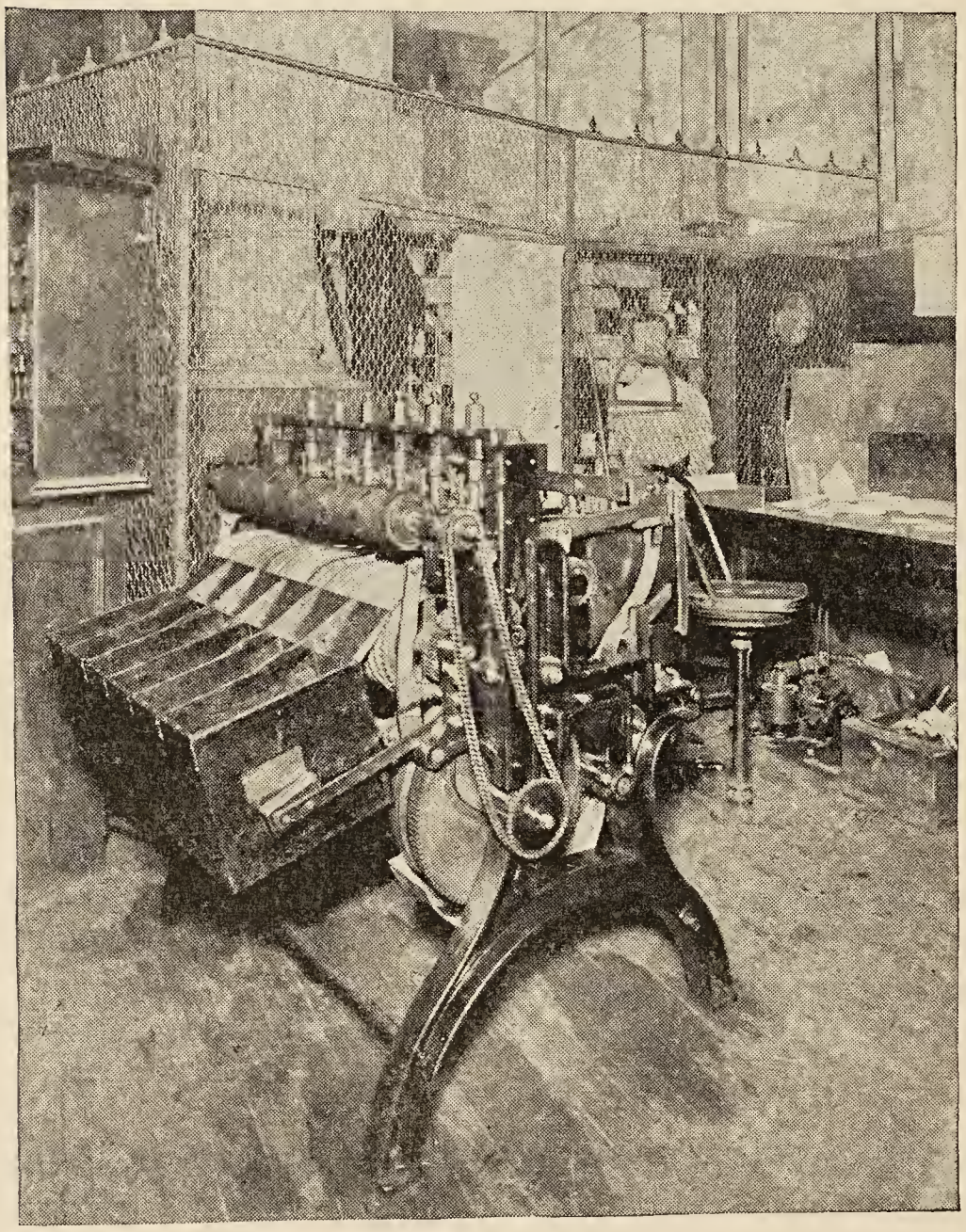
Dear Mr. Santa Claus:—I only want a pare of skates for Christmas and if it aint cold a sled will do My old ones bust. If they aint no snow I would like ennything you think of. My mama says you are poor this year.

Yours truly,

C—— N——.

There are stamp clerks and stampers. It had been noticed in the larger post offices that at certain hours of the day it was hard work for the complete force of stampers to keep up with the tremendous accumulations of mail. The Postmaster General consequently caused stamp-cancelling machines to be examined by commissions, and a year ago September a contract was made with the Hey & Dolphin Company, of New York, for one hundred machines. This machine has cancelled, post-marked, counted and stacked 5,000 postal cards in four minutes and fifty seconds, and has performed similar work on 24,000 postal cards in an hour. In two hours and two minutes it cancelled, post-marked, counted and stacked 46,480 letters and postal cards, of which 21,000 were letters. An average speed of

30,000 letters and postal cards per hour is claimed for it; but with the great variety of mail matter required to be cancelled, and with the delays incident to a high rate of speed, this figure is probably too high. The object of the machine is not only to relieve the stress at the close of business hours in the large offices, but to enable the clerks who have been required to do the stamping by hand to address themselves to other duties. Indeed, a cut of $140,000 was made in the clerk hire item in the appropriation bill of last year on account of the appropriation of $40,000 made for the one hundred cancelling machines.



THE CONSTANTINE STAMP-CANCELLING MACHINE.

It was lately contended for a new electrical stamp canceller, placed on trial in the Washington post office, that it could attain a speed of 40,000 cancellations per hour; and the machine not only noted the year, month and day, but the hour and minute when the letter passed through. The Postmaster General has encouraged the introduction of these devices which register the exact time when mail is deposited and dispatched, in order that the blame for all delays may be placed just where it belongs, and the service generally quickened. The Hey & Dolphin machine is compact in form, light running, and practically noiseless. It is driven by a one-sixth

horsepower electric motor. The machine embraces six different classes of inventions — a hopper, a combined feed and separator, a printing apparatus, an inking device, a counting mechanism and a delivery apparatus. The Boston machine, so-called, in use in several post offices, is somewhat simpler in construction; the Constantine machine, to be seen in the New York office, larger and more complex.

CONUNDRUMS ANSWERED BY THE HUNDRED.

BUT to get back to the First Assistant Postmaster General, though. One of his divisions awards the salaries and allowances, as has been said; and there are the great divisions of the Free Delivery, the Money Order system, and the Dead Letter Office attached to his office. He also has in charge the Division of Correspondence. The head of this, Mr. James R. Ash, might be called the great conundrum man of the Department. It is easy enough to imagine that he answers all sorts of letters that ask for information upon all sorts of points; he uses forms for answering many of these, of course, but many require patient search into the laws and regulations, or the usages of the Department, and much tact to know what to say and much skill to know how to say it. Most of the rulings of the First Assistant Postmaster General — for he, and not the Assistant Attorney General for the Department, issues the rulings now, — are based upon these replies. Many are printed in the Postal Guide and become the law and gospel of the postmasters.

A funny person recently caused to be printed somewhere a new set of post office rules. They were: —

1. Feather beds are not mailable.
2. A pair of onions will go for two scents.
3. Ink bottles must be corked when sent by mail.
4. Over three pounds of real estate are not mailable.
5. Persons are compelled to lick their own postage stamps and envelopes; the postmaster cannot be compelled to do this.
6. An arrangement has been perfected by which letters without postage will be immediately forwarded — to the Dead Letter Office.
7. Persons are earnestly requested not to send postal cards with money orders enclosed, as large sums are lost in that way.
8. Nitro-glycerine must be forwarded at the risk of the sender. If it should blow up in the postmaster's hands he cannot be held responsible.

9. When letters are received bearing no direction, the persons for whom they are intended will please signify the fact to the postmaster, that they may at once be forwarded.

10. A stamp of the foot is not sufficient to carry a letter.

11. As all postmasters are expert linguists, the address may be written in Chinese or Choctaw.

12. Spring chickens, when sent by mail, should be enclosed in iron-bound boxes to save their tender bodies from injury.

13. It is unsafe to mail apple or fruit trees with the fruit on them, as some clerks have a weakness for such things.

14. It is earnestly requested that lovers writing to their girls will please confine their gushing rhapsodies to the inside of the envelope.

15. Ducks cannot be sent through the mail when alive. The quacking would disturb the slumbers of the clerks on the postal cars.

16. When watches are sent through the mail, if the sender will put a notice on the outside, the postmasters will wind and keep in running order.

17. Poems on Spring and Beautiful Snow are rigidly excluded from the mails. (This is to catch the editorial vote.)

18. John Smith gets his mail from 674,279 post offices, hence a letter directed to John Smith, United States, will reach him.

19. When candy is sent through the mails it is earnestly requested that both ends of the packages be left open, so that the employees of the post office may test its quality.

20. When you send a money order in a letter, always write full and explicit directions in the same letter so that any person getting the letter can draw the money.

21. Alligators over ten feet in length are not allowed to be transmitted by mail.

22. Young ladies who desire to send their Saratoga trunks by mail to watering-places the coming summer, should notify the Postmaster General at once. They must not be over seven feet long by thirteen feet high.

23. The placing of stamps upside down on letters is prohibited. Several postmasters have recently been seriously injured while trying to stand on their heads to cancel stamps placed in this manner.

But the real rulings of the Department are full of interest. These are some of them:

It is not necessary for the sureties to take charge of the post office when the woman who is postmaster changes her name by marriage. If the postmaster referred to desires to remain in charge of the post office she may continue to conduct the business under her former name until she shall have been commissioned under her new name.

Every postmaster must keep his post office open for the dispatch of business every day, except Sundays and holidays, during the usual hours in which the principal business houses in the place are kept open, and the office should not be closed during meal hours.

Publishers of second class matter have the right to print or write on the wrappers requests for its return if not delivered within a given time, and postmasters are required to comply with such requests.

A bulk package of franked articles may be sent in the mail to one person, who on receiving and opening the same may place addresses on the franked articles and remail them for carriage and delivery, to the respective addresses. Each article must, however, bear the frank of the Senator or Representative entitled to use it.

Contractors and mail carriers have no right to refuse to carry packages of mailable matter which, on account of size and shape, cannot be put into the mail pouch. It is their duty to carry the mail, and every part of it.

It is not contemplated that postmasters shall make use of their cancelling and post-marking stamps elsewhere than at their post offices; nor does the law permit postmasters to take credit for cancellations not actually made at the post office.

Letter boxes in post offices are restricted to the use of one family, firm, or corporation.

Letters from the Pension Office at Washington may be delivered to the pensioner himself, to a member of his family, or to any responsible person known to the postmaster in whose care they may be addressed. Under no circumstances must the letters of pensioners, sent from the Pension Office, or from any United States Pension Agent, be delivered to any attorney, claim agent, broker, or any other person, except as stated above.

A postmaster residing near the state line may be appointed postmaster at a post office in the adjoining state, provided he resides within the delivery of the post office.

When publishers of newspapers and periodicals persist in sending copies of their publications to given addresses, after having been notified by the postmaster at the office of address that the same are not taken out of the office, the postmaster cannot do otherwise than consign such copies to the waste-basket, after holding them for thirty days.

Postmasters at non-classified offices, where the number of employees is less than fifty are responsible for the acts of their assistants and clerks, and may, therefore, select them without regard to age, provided they are capable of performing the duties devolving upon them. The Department does not, however, permit a postmaster to retain anyone in the post office who is discourteous to the public, or is habitually careless or negligent in the performance of official duty.

All matter intended for delivery must be so arranged that when application is made for mail, newspapers, as well as letters, may be readily and promptly delivered to the applicant.

When a postmaster provides his office with letter boxes at his own expense, it is understood that he does so for the accommodation of the patrons of the office, and such boxes are recognized by the Department as the property of the postmaster, who, upon retiring from office, may either remove the same or dispose of them to his successor upon such terms as may be agreed upon. When a private individual, however, by permission of the postmaster, erects a box in the post office for his individual use, the box becomes the property of the Government, and cannot be removed or disposed of except as directed by the Department.

Telegrams deposited in a post office for delivery are subject to postage as other written communications are.

Postmasters are forbidden to furnish lists of the persons receiving mail from their post offices. When a request for such information is received, accompanied by a postage stamp or stamped envelope for the prepayment of return postage,

the postmaster should return such postage stamp or stamped envelope to the writer, under cover of a penalty envelope, at the same time politely advising him that he is forbidden by the regulations of the Department to furnish the information desired.

A postmaster must, in a spirit of accommodation, deliver letters from lock boxes to the owners of them, when such owners have forgotten to bring their keys. He is not justified, however, in delivering mail from a lock box to any person other than the owner, unless he be presented with a written order therefor. If the owner of a lock box desires some one else to take the mail from the box, he should provide him with a key.

Officers in charge of the exchange at military posts are entitled to use the penalty envelope in conducting their official correspondence. They are not authorized, however, to send penalty envelopes or labels to merchants for the purpose of having merchandise purchased for the exchange transmitted free of postage.

The depositing of a letter, readdressed for forwarding, in any letter box established by the Post Office Department within the delivery of the post office of original address, is equivalent to its being deposited at such post office, and it is, therefore, entitled to be forwarded, without additional postage — provided at least one full rate has already been prepaid on it.

Minor coins, such as nickels, pennies, and three-cent pieces are legal tender in sums not exceeding twenty-five cents.

After a letter has been returned to the sender from the office of address as not delivered, in accordance with the card request of the sender, it cannot be remailed to a new address except on the payment of a new postage.

When a letter is presented at a post office for mailing after the mail pouch has been closed, it may be sent outside of the mail pouch, by the hands of the carrier, for mailing at the next office on his route, provided the stamp thereon has not been cancelled.

A postmaster has no right to open a letter deposited in his office, without any address thereon, for the purpose of ascertaining the name of the writer. It should be sent to the Dead Letter Office.

When a person requests a postmaster to forward his letters to another office, and to hold other classes of mail matter addressed to him until the same shall be called for, the request must be complied with.

When a postmaster is called upon to express his opinion concerning the financial standing of a patron of his office, he must decline to do so, especially in his official capacity.

It is not regarded by the Department as a violation of the statute for banks to notify persons by postal card that they hold drafts against them.

Every post office of the third and fourth classes must be provided with a box for the posting of letters.

Postmasters are not required to receipt for any letters deposited for mailing, except such as are offered for registration.

Postmasters are forbidden to deliver pension checks to merchants, either upon the written or verbal order of the pensioner.

A simple statement of account may be written upon a postal card, and sent in the mail, when the same is unaccompanied by any scurrilous, defamatory, or threatening language.

Postmasters are required to collect one-cent postage upon all letters advertised, whether by posting or otherwise, which are subsequently delivered.

It is not the business of a postmaster to attach stamps to letters and packages submitted for mailing. This may be more properly done by the person mailing such letters, or packages, but where he is unable to do so, by reason of infirmity or other cause of incapacity, the postmaster may assist him, if requested to do so.

When letters are deposited at a post office for mailing after the mail pouch has been locked and sent to the train, the postmaster may cancel the stamps thereon and hand the letter to the postal clerks on the cars; but, if they are taken to the cars by any person other than himself, or his sworn assistant, the stamps thereon must not be cancelled by the postmaster.

Postmasters are not authorized to make use of the penalty envelope in ordering copies of the POSTAL GUIDE for the public. When practicable, they should transmit several orders to the publisher at one time, but if this cannot be done, the purchaser must pay the postage upon his order.

Postmasters are not permitted to make public any information obtained by them in the discharge of their duties.

A clerk of a court has no authority, unless when acting under orders from the court, to issue instructions concerning the delivery of mail not addressed to himself, or that over which he has no control.

Neither husband nor wife can control the delivery of letters addressed to the other, but letters addressed to the one may be delivered to the other in the absence of orders from either to the contrary.

No one can lawfully be appointed postmaster who has not attained full, legal age.

Postmasters are required to forward the oaths of assistant postmasters, clerks and other employees of their offices, to the office of the Fourth Assistant Postmaster General (Division of Bonds and Commissions), where they are examined, and, if found to be correct, placed on file.

A duly commissioned postmaster is, by virtue of his commission, authorized to administer the oath of office to any person, whether employed in the postal service, or in any other department of the Government. His authority is, however, restricted to the administration of the oath of office. He is not empowered, under the provisions of the section referred to, to take affidavits, or acknowledgments, or to perform such other duties as usually pertain to the office of the justice of the peace or a notary public.

An assistant postmaster is not a commissioned officer of the United States, and is therefore not authorized, by virtue of his position as such assistant, to administer the oath of office.

When persons holding boxes in post offices refuse to pay the rent thereon, their mail must be placed in the general delivery.

Mail matter upon which an indefinite address is written or printed, such as "The Leading Vegetable Dealer," or "Any Intelligent Farmer," is not deliverable.

A letter bearing the card of the sender if undelivered at the expiration of time named in the card, must not be advertised. It must be returned to the sender *with the reason for its non-delivery* endorsed thereon.

Postmasters at money order offices must not accept from any express company,

banking institution, or other corporation or firm, any agency for the issue and payment of money orders, drafts, bills of exchange, or similar instruments for the transmission of money; hence a postmaster at a money order office cannot serve as cashier of a bank.

A post office box rented by a society or association is not available for the use of individual members of such society or association, except the officers of it when addressed in their official capacity.

A postmaster whose annual compensation is less than one thousand dollars is not prohibited from accepting and holding another office under the government of the state, territory, or municipality in which he resides, provided his duties as postmaster suffer no interference in consequence.

Letters addressed to "A. B.," or other initials or fictitious names, in care of a letter carrier at a free delivery office, are not deliverable and must be treated as improperly addressed mail matter.

Postmasters at post offices of the fourth class are permitted to transact other business in the room in which the post office is located, when the same is kept separate and distinct from that of the post office.

When a letter intended for one person is delivered to another of the same name and returned by him, the postmaster will reseal the letter in the presence of the person who opened it, and request him to write upon it the words, "opened by mistake," and sign his name. He will then replace the letter in the post office. When an erroneously delivered letter is opened, and dropped in the office through the receptacle for letters, and the postmaster is unable to ascertain who opened the same, he must, after resealing the letter, endorse thereon the words "opened by mistake by persons unknown to the postmaster," and then replace the letter in the office.

A postmaster who is also a notary public may, in his notarial capacity, take affidavits in pension cases, but he must not be concerned in the prosecution of such cases, or any other claims against the Government.

There is nothing in the postal laws or regulations concerning the liability of a subscriber for the subscription price to a newspaper or periodical.

Postmasters are not required to open their offices on Sunday when there is no mail arriving after the closing of the office on Saturday, and before six o'clock P. M., on Sunday. When a mail arrives between these hours, the office must be kept open for one hour or more if the public convenience require it.

Matter addressed for delivery at hotels must be returned to the post office as soon as it becomes evident that it will not be delivered.

The Post Office Department cannot authorize mail carriers to carry firearms. Such permission can only be obtained from the local authorities.

Postmasters are prohibited from disclosing to the public the names of persons owning or renting boxes in their offices.

It is not allowable, under the regulations of the Department, to locate a post office in a bar-room or in any room directly connected with one, nor to open or deliver any mail matter in any room in which liquor is sold at retail, except the same be sold by a druggist for medicinal purposes only, and not to be drunk on the premises.

It is provided by law that no box at any post office shall be assigned to the use of any person until the rent thereof has been paid for one quarter in advance.

If a postmaster has a store in connection with the post office and the same is

attached and closed for debts incurred by the postmaster, he must provide another room for his office ; as the Department will not protect him against the enforcement of state laws by allowing him to plead interference with the mails.

A postmaster has no right to use the boxes or the general delivery of his office for the distribution of bills or circulars, relating to his own private business, without prepayment of postage thereon.

The regulations of the Department require in the appointment of a married woman, or widow, as postmaster, that she must be appointed and commissioned under her own Christian name, and not that of her husband.

If a postmaster should cause loss to a publisher because of failure to comply with a plain provision of law, his liability is determined in the courts and not by the Post Office Department.

Postmasters must examine the return request upon letters not promptly delivered, so as to comply with the request, and endorse undelivered letters with the reason for their non-delivery. Frequent complaints are made of such failures by postmasters, and the answer that the "time" was overlooked is not satisfactory.

A postmaster summoned as a witness must obey the summons and go into court, but should refuse to testify in regard to the delivery of mail matter. He then abides by the order of the court, as the Department will not hold a postmaster responsible for making public information obtained by him in the discharge of his duty, when the same is done in obedience to an order of the court.

A postmaster has no right to withhold the delivery of any mail matter on the ground that the person named in the address is indebted to him.

When mail matter is delayed in transit at a post office by reason of high water, so that it cannot be forwarded by the regular carrier, it may be delivered to a sworn messenger sent for it by the postmaster of the office to which it is addressed.

Should a postmaster and his assistant both be subpœnaed for attendance at court the postmaster must have a temporary assistant sworn in to take charge of the post office during their absence.

If the owner of any copyright granted by the United States, or his authorized representative, should file an authenticated list of publications thus protected by law with any exchange office, requesting the postmaster to prevent the forwarding of any of them in the mail, the postmaster must examine imported publications, to see if any such protected list is included, and if such be the case, he must advise the person so interested and hold the copy or copies, for a reasonable time to permit proceedings for confiscation.

Postmasters cannot lawfully accept postage stamps in payment of postage remaining due on letters. The amount due must invariably be paid in cash.

A postmaster may erect a box at a railroad station for the reception of mail matter, but he must not claim credit for stamps cancelled upon such matter, unless said stamps are cancelled in the post office.

Distillers are not entitled to make use of penalty envelopes in transmitting the amount of their taxes to collectors of internal revenue.

There is no provision under which postmasters or assistant postmasters are exempt from the requirement of state laws to perform jury duty or duty on the public highways.

The Post Office Department has no control over letters prior to their being deposited for mailing, or after they have been delivered to the addressee or according to his order.

There is no law or regulation requiring postmasters to attend to the business of private individuals; they may, however, do so as an act of courtesy, when perfectly convenient to themselves. Private individuals, when addressing postmasters on their own business, should enclose a postage stamp for reply.

Postmasters are expected to extend to all persons the courtesy of a respectful reply to inquiries upon postal business, for which they may use penalty envelopes. They may use their own discretion about replying to letters upon the private business of the writers.

If order cannot be maintained at a post office, the only remedy in the hands of the Department is the discontinuance of the office.

The writer of a letter may recover the same after mailing before its delivery to the addressee, it having been held that the ownership of a letter rests in the writer until the delivery thereof. Application for the return of a letter should be made to the postmaster at the mailing office.

An individual member of a firm is entitled to have the mail of his family placed in the post office box rented by the firm. If the box will not accommodate all the mail, the firm should rent another.

At colleges and similar institutions, where students have been placed in the charge of the principal by their parents or guardians, and where the rules of the institution provide that the principal shall have control of the mail matter addressed to such students as are minors, postmasters should make the delivery in accordance with the order of the principal. If, however, the principal has not authority from the parent or guardian to control the mail of the pupils placed under his care (which authority is understood by an acceptance of the rules — that being one) the Department cannot direct the delivery to be made to the principal against the wishes of the pupil.

Postmasters must deliver mail to persons calling for the same in their order, whether they be box-holders or not.

A mail carrier cannot receive letters to be carried outside of the mail beyond the next post office on his route, unless the same are enclosed in Government stamped envelopes and properly sealed and marked.

Stamps cut from Government stamped envelopes are not receivable for postage and letters or packages bearing the same must be held.

Postmasters are not liable for the breakage or destruction of matter passing through their offices. If a postmaster through negligence or wilful neglect should cause loss to a patron of his office, his liability therefor is a question between the party suffering such loss and the postmaster to be decided in the courts.

The financial condition of a candidate for appointment to the office of postmaster does not affect his eligibility to such office. He is required, however, to furnish a good and sufficient bond, with two or more sureties, before he can be commissioned and authorized to assume the duties of the office.

If the agent of the addressee of the latter is robbed of the same after he has taken it from the post office, complaint should be made to the local authorities, as the jurisdiction of the Post Office Department ceases after the letter has been properly delivered.

It is not a violation of the postal laws to send dunning communications by mail, when the same are sent under cover of envelopes which, themselves, do not bear written or printed words or display objectionable to the law.

United States senators and members of the United States House of Representatives entitled to the franking privilege, have the right to exercise the privilege until the first Monday in December, following the expiration of their term of office.

The Department does not consider the usual legal notices sent out by tax collectors that tax is due, or about to become due, written or printed upon postal cards, to be unmailable.

It is not the practice of the Department to reply to inquiries of a hypothetical nature concerning the conduct of postmasters or the management of post offices, but when complaints of a specific and definite nature are submitted, prompt attention is given.

The hours during which clerks in post offices are required to be on duty are regulated by the postmasters in whose offices they are employed, and not by the Department.

A postmaster whose compensation is one thousand dollars or more per annum, is prohibited from holding the office of alderman of his city or town.

The surety of a postmaster has the right to examine his accounts, but he has no right to examine mail matter awaiting delivery, or passing through the office, unless the required oath has previously been administered to him.

When a minor is not dependent on a parent for maintenance and support, and does not reside with a parent or guardian, or with some one placed in charge by the parent or guardian, such minor has the right to control his or her correspondence.

When a letter arrives at a post office addressed to one person in the care of another and the postmaster has received no instructions from the person to whom it is intended, it is his duty to deliver it to the first of the two persons named in the address who may call for it.

A postmaster cannot properly refuse to sell postage stamps to a person who intends to mail his letters elsewhere than at the office where such stamps are purchased.

Packages of matter mailed at less than the letter rate of postage cannot lawfully be forwarded from the office of mailing, except upon full payment of postage.

When anything whatever, except an addressed label, is attached to a postal card transmitted in the mail, the same becomes subject to additional postage.

No person engaged in the prosecution of claims against the Government may lawfully hold the office of postmaster, or be employed as assistant postmaster or clerk in a post office.

Postmasters are expected to examine postal cards passing through their offices only for the purpose of ascertaining if they contain any matter forbidden by the law to circulate in the mails; and under no circumstances must they make public any matter written or printed thereon.

When a female employee of a post office changes her name by marriage, and remains in the employ of the office, she must take the oath anew under her new name.

An alien who has in due form of law declared his intention to become a citizen of the United States, is eligible to appointment as postmaster.

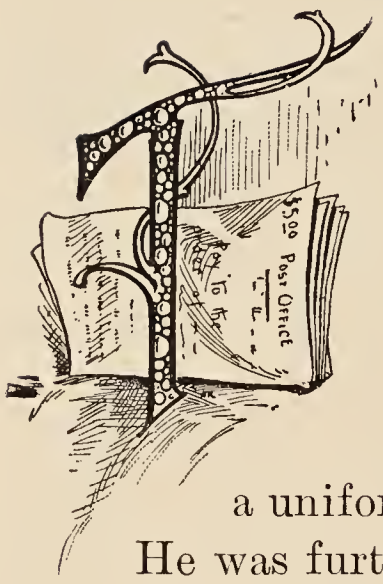
When a letter has been deposited in a post office for mailing, the writer may, upon identifying the same to the satisfaction of the postmaster, withdraw it from the post office; but if the stamp thereon has been cancelled, it cannot be remailed without the prepayment of postage anew thereon.

There is no provision of the Postal Laws and Regulations under which the addressee of a newspaper or magazine is made responsible for the subscription price of it.

One having a lien against horses for their keep cannot enforce the same in such a manner as to stop the United States mail in a vehicle drawn by such horses; but it is not an offence to detain the horse in the stable until the keep is paid.

It is highly improper for the employees of post offices to importune the attachés of travelling or local shows for tickets of admission when calling at the post office for mail or on other business.

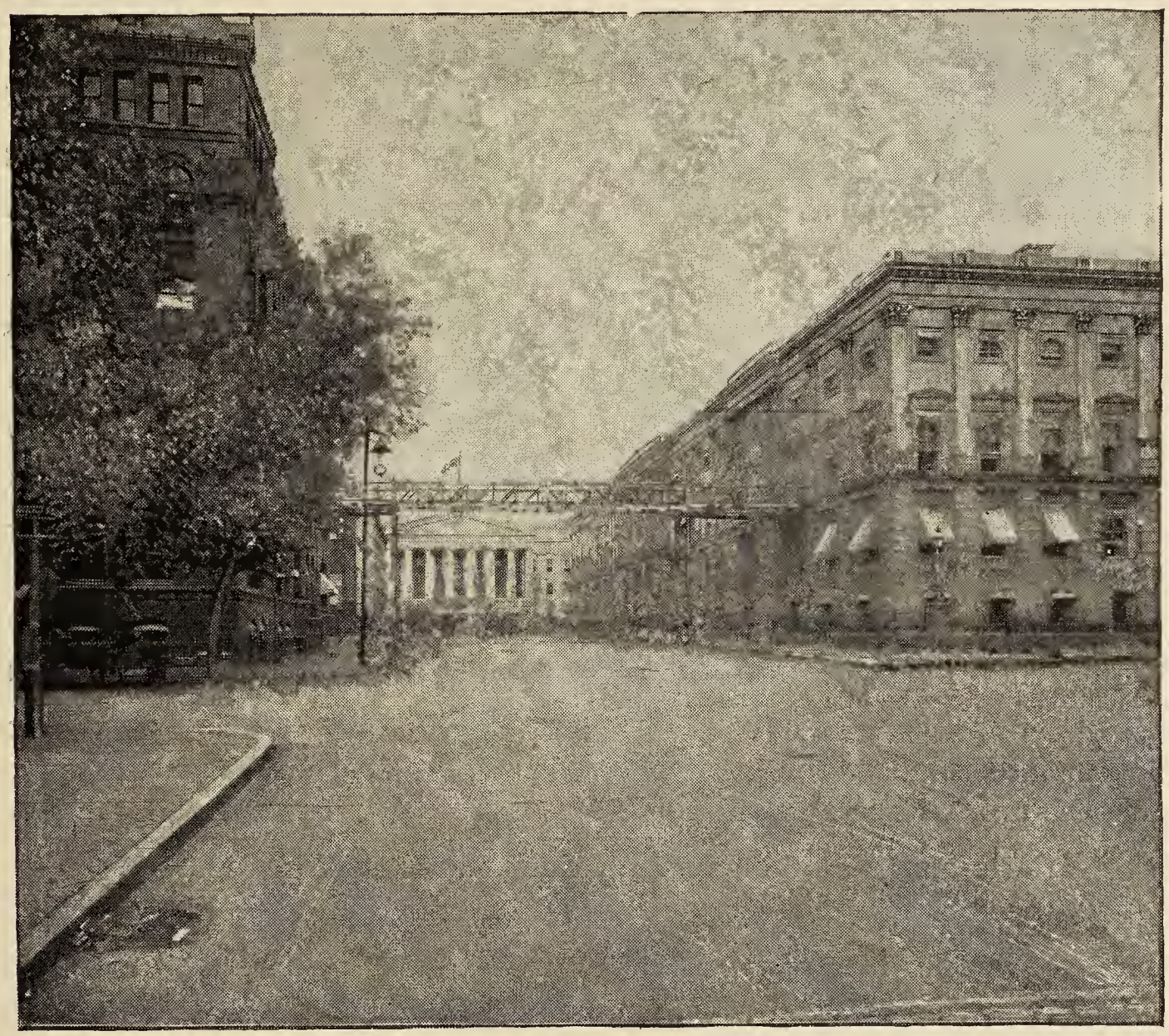
MONEY ORDERS AND SUPPLIES.



THE domestic money order system went into operation in 1864 in 141 post offices. $100,000 was appropriated from the public treasury to defray the expense. Of this amount the sum of $7,047.97 only was expended. The Postmaster General was authorized by the above mentioned Act "to establish and maintain, under such rules and regulations as he may deem expedient, a uniform money order system at all suitable post offices." He was further authorized by Act of July 27, 1868, "to conclude arrangements with the post departments of foreign governments, with which postal conventions have been or may be concluded, for the exchange, by means of postal orders, of small sums of money at such rates of exchange and compensation to postmasters, and under such rules and regulations as he may deem expedient." The object of the money order system is "to promote public convenience and to insure greater security in the transfer of money through the mails." The Act of May 17, 1864, provided that the Postmaster General should furnish money order post offices with printed or engraved forms for money orders, and that no order should be valid unless drawn upon such form; that he should also supply money order post offices with blank forms of application for money orders, which each applicant for a money order should fill up by entering the date, his name and address, the name and address of the payee, and the amount; and that all such applications should be preserved by the postmaster receiving them for such time as the Postmaster General might prescribe.

The advantages of the money order system over any and all other modes of transmitting money through the mails consist in its cheap-

ness and in its almost perfect security against fraud or loss. The cost of issuing and paying money orders for the last twenty-five years has been the subject of thoughtful investigation; and carefully collected statistics have from time to time led to the adoption of more approved methods for reducing expenses, as well as dimin-



THE MONEY ORDER BUILDING ON THE LEFT, THE INTERIOR DEPARTMENT IN THE DISTANCE, AND THE SIXTH AUDITOR'S OFFICE BEHIND THE AWNINGS.

ishing frauds, errors, and losses, to the lowest possible minimum, and for increasing the efficiency and popularity of the service. From the date of the organization of the system it has been the policy of the Department to secure such a schedule of fees for the issue of money orders as should make the system self-sustaining under the most economical management. During this period seven different schedules have been adopted and adhered to for terms of two, two, four, three, eight, three, and five years respectively. The

rates of commission or fees charged for the issue of domestic orders at present are as follows:

For sums not exceeding $5	5 cents
Over $5 and not exceeding $10	8 cents
Over $10 and not exceeding $15	10 cents
Over $15 and not exceeding $30	15 cents
Over $30 and not exceeding $40	20 cents
Over $40 and not exceeding $50	25 cents
Over $50 and not exceeding $60	30 cents
Over $60 and not exceeding $70	35 cents
Over $70 and not exceeding $80	40 cents
Over $80 and not exceeding $100	45 cents

The principal means employed to attain safety consist of an advice or notification containing full particulars of the order — its number, date and amount, with the name and address of the remitter and the name and address of the payee — which is transmitted by the first mail after issue by the issuing postmaster to the postmaster at the office of payment; and the latter is thus furnished with information which will prevent its payment to any person not entitled to it. From the items contained in the application, and in conformity therewith, the issuing postmaster makes out the money order as well as the corresponding advice. The money order, when completed, and upon payment of the sum expressed therein, and the fee chargeable therefor, is handed to the applicant, to be by him transmitted to the payee. The issuing postmaster is required to transmit the advice, *by the first mail*, to the postmaster at the office drawn upon, and the latter is thereby, before the order itself can be presented, placed in possession of the information necessary to insure correct payment.

When a money order is presented for payment, the paying official, to satisfy himself that the person presenting it is the one entitled thereto, and that the order is correct in all respects, compares it with the advice. If the applicant for payment is unknown to him, he questions him as to his name, and the name and address of the sender, and may require him to prove his identity by the testimony of another person present, who may be required to write his name and address on the back of the advice, under a statement that he knows the applicant to be the person he represents himself to be. In case of a discrepancy between the order and the original advice,

or between the advice and the statement of the holder of the order (unless the difference be evidently accidental and trifling), payment will be deferred until a second advice can be obtained from the issuing postmaster by the postmaster at the office drawn upon. A double form termed, a "letter of inquiry and second advice" is em ployed in cases of this kind. The postmaster or clerk at the paying office, setting forth the nature of the discrepancy, fills out the letter of inquiry, which occupies one side of this blank, and transmits it to the issuing postmaster, who in response furnishes a second advice on the other side of the same sheet after referring to the remitter's application and causing him to amend it if necessary.

Postmasters understand that every person who applies for payment of a money order ordinarily should be required to prove his identity, unless known to the postmaster to be the rightful owner of the order, and that if a money order be paid to the wrong person, through lack of necessary precaution on the part of the postmaster, the latter will be held accountable for such payment and required to make the amount good to the owner. The regulation provides, however, that the remitter of a money order may, by a written declaration across the face of his application for the issue of the order, *waive the requirement* as to identification of the payee, or of the endorsee, or attorney of the payee, and by such declaration assume the risk; and that he, or the payee, or his endorsee, or attorney, shall, in such case, be precluded from holding the postmaster responsible in the event of wrong payment, provided the latter took all the proper means, except identification by another person, to satisfy himself that the one presenting the order and claiming payment was entitled to it. The remitter who desires, by such course, to relieve his correspondent from the inconvenience of producing at the post office of payment proof of his identity by the testimony of another person present, may do so by writing across the face of his application for a money order the words "Identification of payee, endorsee, or attorney waived," and by signing the same. In such case the issuing postmaster writes the same words across the face of the money order, and across the face of the corresponding advice, and signs both statements.

Money orders are frequently presented by payees who are entire strangers at the place of payment, and who are also remitters of the

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SPECIMEN, PA. | No. 9501

Stamp of Issuing Office.

SPECIMEN, PA. JAN 6 1883 M. O. B.

AMOUNT.

Dollars.	Cents.
17	38

ADVICE

of **Money Order** drawn by the above-named Post Office on the 6th day of January, 1883, on the Post Office at Crossington in the State of New York

Amount of Order Seventeen Dollars and 38 Cents.

THE PAYEE—viz: The person to whom the Order is payable.

GIVEN NAME.	SURNAME.
James	Person

RESIDENCE.

Number and Street.	Town or City	State.
57 Rodgers	Crossington	N.Y.

THE REMITTER—viz: The person who purchased the Order

GIVEN NAME.	SURNAME.
Adam	Percival

RESIDENCE

Number and Street	Town or City.	State.
19 Balmoral	Specimen	Pa.

Signature of the Postmaster who draws the Order. John Doe, Postmaster.

This ADVICE must be signed by the Postmaster who draws the Order and the Postmaster upon whom it is drawn will be careful to preserve it on file in his office.

A SEPARATE ADVICE must invariably be sent for each Order.

SPECIMEN, PA | No. 9501

Stamp of Issuing Office.

SPECIMEN, PA. JAN 6 1883 M. O. B.

AMOUNT.

Dollars.	Cents.
17	38

Money Order

Issued by the above-named Post Office on the 6th day of January, 1883

Pay to the person named in my Letter of Advice of this number and date, the sum of Seventeen Dollars and thirty-eight Cents

John Doe, Postmaster.

Stamp of Paying Office.

To the Postmaster at Crossington N.Y.

The party to whom this Order is paid must sign here his or her FULL NAME, except in the case of firms, when the usual signature will suffice.

Received the above

This Order is payable only by the Postmaster at the Office upon which it is drawn.

[☞ SEE INSTRUCTIONS ON BACK. ☜]

A FAC SIMILE OF A DOMESTIC MONEY ORDER.

same orders, having purchased them for protection against the risks incident to travel. It is enjoined upon postmasters issuing orders in such cases to obtain the signatures of the remitters on the advices of the orders. Observance of this precaution, by enabling the paying postmasters to compare signatures, affords aid in identifying payees who are in the situation described. Cases of this kind, in which remitters and payees are identical, serve to illustrate the utility of the money order system as affording not only a substitute for letters of credit to persons travelling, but a secure depository. Not only is it a fact that itinerant actors, showmen, vendors, workmen and others use the money order system extensively in this manner, purchasing orders for the maximum amount of $100 each generally; but cases have been known, and, it is believed, are not rare, in which persons permanently abiding in localities where there are no reliable banks, have, for security, invested their savings in money orders issued upon application made by themselves in their own favor.

Although money orders are often lost, and sometimes stolen, not one in a hundred thousand is paid to another than the lawful owner. One hundred and forty-one cases of alleged wrong payment investigated and disposed of during a recent average year were settled as follows: Post office inspectors recovered the amounts of twenty-one orders, $329.50 in all, from the persons to whom payment had been improperly made, and paid the same over to the true payees or owners; in fifty-two cases, involving $1,416.55, it was ascertained, upon investigation, that the claims were not well founded, the orders having been properly paid in the first place; in thirty-nine cases, where the orders amounted to $951.54, the paying postmasters, for failure to exercise the precaution enjoined upon them by the regulations as to identification, were required to make good the amounts to the owners; in two cases, of orders drawn for $45, it was found that the issuing postmaster was mainly at fault, and he, therefore, was required to make the amount good; in two cases where the amount was $10.21, the payee, being at fault, was made to sustain the loss; the remitter for like reason in one case where the amount was $50 was required to bear it; and in twenty-four cases, where the aggregate amount involved was $1,627.08, the Department assumed the loss, the evidence not being sufficient to

fix the responsibility upon either the postmaster, the payee, or the remitter. The number of cases in which during that year it was ascertained that the orders had actually been paid or re-paid to the wrong persons was eighty-nine, being in the ratio of one to every 131,212 of the payments and re-payments made within the same period.

Whenever a money order has been lost in transmission, or otherwise, a duplicate will be issued by the Superintendent of the Money Order System on receipt of an application therefor from either the remitter, payee, or endorsee of the original, bearing the certificate of the issuing and paying postmasters that the original has not been paid or re-paid, and will not be paid or re-paid if afterwards presented. The mere loss of a money order, therefore, never involves a loss of the amount to the owner. Any money order which is not presented for payment until after the expiration of one year from the date of it is declared invalid and not payable. To obtain payment of the amount of such invalid order, the owner must send the same, through the issuing or the paying postmaster to the Superintendent of the Money Order System, with an application for the issue of a duplicate. If the duplicate be lost, a triplicate will be issued by the Department, after application for it. During the year ended June 30, 1892, nearly 27,000 duplicates were issued.

The payee or the remitter of a money order may, by his written endorsement thereon, direct that it be paid to another person; but it is provided by law that more than one endorsement on a money order shall render the same invalid and not payable. Hence the postmaster, to whom a money order thus illegally endorsed is presented by a second or subsequent endorsee, must refuse payment, and such endorsee, to obtain payment of the amount, must forward the order to the Superintendent of the Money Order System with an application for renewal, and with a statement, under oath or affirmation, of two responsible persons, that the endorsements are genuine. But if a money order which has been endorsed twice, or oftener, is presented by the first endorsee, with the second or subsequent endorsements stricken out, it may be paid to him; or if presented by the remitter or payee, at the issuing or paying office, with all endorsements stricken off, it may be re-paid or paid, as the case may be. In all cases of lost or invalid money orders, the owner of the

order, whether remitter, payee, or endorsee, may make application through the issuing or the paying postmaster, for a duplicate; and it is the duty of the postmaster to fill up and dispatch the proper forms for it.

The maximum amount of a single money order is limited to $100, and in the regulations postmasters are instructed to refuse to issue in one day to the same remitter, in favor of the same payee, more than three money orders payable at the same post office; the primary object of the money order system being, not to furnish facilities for making remittances of large amounts, but to insure safety in the transfer of *small* sums of money through the mails. On the one hand it would not be practicable to provide at small and remote offices for the prompt payment on presentation of money orders amounting in the aggregate to large sums, without these restrictions; and on the other, the accumulation of considerable sums at such offices would be unsafe.

The current of the international money order business with European countries is continually in favor of those countries, the money orders issued in the United States for payment in Europe greatly exceeding in number and aggregate amount those issued in Europe for payment in the United States. This is due to the well-known fact that emigrants from those countries frequently send a portion of their earnings to their relatives at home. The balances arising from this excess against the United States are liquidated by banker's bills of exchange purchased in New York, drawn to the order of the Postmaster General of the United States, and by him endorsed to the chief of the foreign postal administration to which payment is to be made. The Money Order System is one of the heaviest purchasers of foreign exchange. It bought last year bills to the amount of about $10,000,000. Every morning in New York the bankers send proposals to the postmaster. For example, one firm offers a bill on Paris at a certain rate, and another firm offers a similar amount at a less rate; needless to add, the order goes to the lowest bidder. In similar manner purchase is made of bills payable in London, Amsterdam, Brussels, Basle, Berlin, Stockholm, Christiania, Copenhagen and Lisbon.

The whole amount of money orders issued in this country for payment in the United Kingdom during a recent average year was

$5,438,926.07, and the amount issued there for payment in the United States was only $907,857.57. The amount issued in this country for payment in Italy was $1,206,972.01, and the amount sent here from the latter country by money orders was $63,575.06. The amount remitted to Sweden by money orders was $1,188,008.23, and the amount received from Sweden was $137,877.54. But in some instances these remitters, no doubt, sent their money to be deposited in Government savings banks abroad, there to remain until their return to their own country.

During the year 1891 the aggregate amount of remittances by money orders to the United States from the British West Indies, Jamaica, the Hawaiian Islands, and the Australasian colonies of Great Britain was much in excess of the amount of money orders issued here for payment in those countries. For instance, the amount of money orders issued in this country for payment in the Windward Islands was $5,049.70 only, while the amount of the orders issued in the Windward Islands for payment here was $98,393.35; the amount of the orders issued in the United States for payment in Jamaica was $3,869.16, while that colony issued for payment in the United States money orders amounting to $43,320.54; and money orders amounting to $11,743.73 were issued in this country for payment in New South Wales, the latter country issuing for payment here money orders amounting to $24,989.16. The excess of money orders from the above-named countries paid in the United States is explained by the circumstance that these money orders were sent mainly in payment for goods and miscellaneous small articles purchased in this country, there being but very few emigrants from the countries in question residing here.

In the international money order business between this country and Canada the difference between the amount of orders issued in each country for payment in the other is comparatively small; the amount of orders from the United States paid in Canada during the fiscal year ended June 30, 1891, being $1,486,428.03, and the amount of orders from Canada paid in the United States being $1,471,737.42; a difference of $14,690.61. Although there are numerous Canadians living in the United States who send remittances to relatives in their native country, the amount of money orders remitted to this country from Canada in payment for articles

purchased here, and of subscriptions to newspapers, periodicals, etc., almost counterbalanced the amount of what may be termed "family remittances" sent home by Canadians residing here. Note, too, the transactions in domestic issues and payments at the larger post offices. In Chicago, for example, about 65,000 orders were sold last year, but the payments reached the enormous number of 1,200,000. In New York about 50,000 orders were sold, but the number paid was 30,000 in excess of the transactions at Chicago. At Chicago, where a great number of small offices deposit funds, about 90,000 separate remittances were received last year. None were of an amount less than $20, but the aggregate reached 10,000,000 of dollars. And a station, although the name implies an office of a subordinate kind, is not necessarily a small office. One of the stations in New York transacts a money order business amounting to about $800,000 per year.

The fees charged for the issue of international money orders in the United States are as follows:

For sums not exceeding $10	10 cents
Over $10 and not exceeding $20	20 cents
Over $20 and not exceeding $30	30 cents
Over $30 and not exceeding $40	40 cents
Over $40 and not exceeding $50	50 cents
Over $50 and not exceeding $60	60 cents
Over $60 and not exceeding $70	70 cents
Over $70 and not exceeding $80	80 cents
Over $80 and not exceeding $90	90 cents
Over $90 and not exceeding $100	1 dollar

The money order, affording an almost absolute security to those who have occasion to remit money through the mails, fulfilled every reasonable requirement or expectation on the part of remitter or payee where the amount sent is considerable. But a strong demand arose, after the withdrawal of the fractional paper currency from circulation and the substitution of the subsidiary silver coinage, for some device by which amounts under $5 could be remitted at less cost and with less trouble than by money order. To satisfy this demand the Postmaster General in his annual reports for 1881 and 1882 recommended the adoption of the postal note, which had previously been introduced in England, and there shared with the money order the favor of the public, becoming the favorite, even for

Models Showing how Postal Notes should be issued and torn from stub.

ISSUED FOR $0.97

STUB

No. 13788.
ARKAMA, ALA.
AMOUNT
$0 97
DATE OF ISSUE
June 19 1884

4	FOUR DOLLARS.	4
3	THREE DOLLARS.	3
2	TWO DOLLARS.	2
1	ONE DOLLAR.	1

(NOTE AND STUB SEPARATED HERE.)

NOTE

No. 13788. ARKAMA, ALA.

June 19, 1884

POSTAL NOTE

FOR LESS THAN FIVE DOLLARS. PAYABLE IN THE UNITED STATES ONLY.

THE POSTMASTER AT

Any Money Order Office,

Will pay to BEARER, within three months from the last day of the month of issue,

Dollars ninety-seven Cents.

Richard Roe, Postmaster.

If lost or destroyed, no duplicate can be issued.
Receipt for the above amount.

Signature.

BACK TO BE STAMPED BY POSTMASTER.

FEE. (Vignette) THREE CENTS

PAYING POSTMASTER MUST PUNCH OUT THIS ★ STAR CANCELLING THIS NOTE.

Dimes.	Cents.
1	1
2	2
3	3
4	4
5	5
6	6
7	●
8	8
●	9
0	0

ISSUED FOR $2.00

STUB

No. 13789.
ARKAMA, ALA
AMOUNT
$2 00
DATE OF ISSUE.
June 19, 1884

4	FOUR DOLLARS.	4
3	THREE DOLLARS.	3

(NOTE AND STUB SEPARATED HERE.)

2	TWO DOLLARS.	2
1	ONE DOLLAR.	1

NOTE

No. 13789. ARKAMA, ALA.

June 19, 1884.

POSTAL NOTE

FOR LESS THAN FIVE DOLLARS. PAYABLE IN THE UNITED STATES ONLY

THE POSTMASTER AT

Any Money Order Office,

Will pay to BEARER, within three months from the last day of the month of issue.

Two Dollars ——— Cents.

Richard Roe, Postmaster

If lost or destroyed, a duplicate can be issued.
Receipt for the above amount.

Signature.

BACK TO BE STAMPED BY POSTMASTER.

FEE. (Vignette) THREE CENTS.

PAYING POSTMASTER MUST PUNCH OUT THIS ★ STAR CANCELLING THIS NOTE.

Dimes.	Cents.
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
●	●

ISSUED FOR $3.67.

STUB.

No. 13786.
ARKAMA. ALA.
AMOUNT.
$3 67
DATE OF ISSUE
June 19, 1884

4	FOUR DOLLARS.	4

(NOTE AND STUB SEPARATED HERE.)

3	THREE DOLLARS.	3
2	TWO DOLLARS.	2
1	ONE DOLLAR.	1

NOTE.

No. 13785. ARKAMA, ALA.

June 19, 1884.

POSTAL NOTE

FOR LESS THAN FIVE DOLLARS. PAYABLE IN THE UNITED STATES ONLY.

THE POSTMASTER AT

Any Money Order Office,

Will pay to BEARER, within three months from the last day of the month of issue,

Three Dollars sixty-seven Cents.

Richard Roe, Postmaster.

If lost or destroyed, no duplicate can be issued.
Received the above amount.

Signature.

BACK TO BE STAMPED BY POSTMASTER.

FEE. (Vignette) THREE CENTS.

PAYING POSTMASTER MUST PUNCH OUT THIS ★ STAR CANCELLING THIS NOTE.

Dimes.	Cents.
1	1
2	2
3	3
4	4
5	5
●	6
7	●
8	8
9	9
0	0

ISSUED FOR $4.65.

STUB

No. 13787.
ARKAMA. ALA.
AMOUNT
$4 65
DATE OF ISSUE
June 19, 1884

(NOTE AND STUB SEPARATED HERE.)

4	FOUR DOLLARS	4
3	THREE DOLLARS	3
2	TWO DOLLARS	2
1	ONE DOLLAR	1

NOTE.

No. 13787. ARKAMA, ALA.

June 19, 1884

POSTAL NOTE

FOR LESS THAN FIVE DOLLARS. PAYABLE IN THE UNITED STATES ONLY.

THE POSTMASTER AT

Any Money Order Office,

Will pay to BEARER, within three months from the last day of the month of issue,

Four Dollars sixty-five Cents.

Richard Roe, Postmaster

If lost or destroyed, no duplicate can be issued.
Received the above amount.

Signature.

BACK TO BE STAMPED BY POSTMASTER.

FEE. (Vignette) THREE CENTS.

PAYING POSTMASTER MUST PUNCH OUT THIS ★ STAR CANCELLING THIS NOTE.

Dimes.	Cents.
1	1
2	2
3	3
4	4
5	●
●	6
7	7
8	8
9	9
0	0

You are apt to forget the stamp because it is to be placed *on the back.*
If you tear the note from the stub between the wrong coupons, do not attempt to correct the error by pasting. Treat the note as "not issued" and draw another.

remittances of very small sums. A bill in which Congress gave its sanction to the trial of this device was approved by the President March 3, 1883, and the issue and payment of postal notes thereunder, at money order offices, commenced Sept. 3, 1883. A subsequent act of Congress, approved Jan. 3, 1887, authorized the Postmaster General to designate, for the issue (though not payment) of postal notes, offices which are not money order offices, and thus broadened the field for their use by admitting of their issue and employment in remittances from places too small to secure the more extensive facilities of the money order system.

A postal note may be drawn for any amount less than $5. In the issue of a postal note, the written application and advice, so characteristic of the money order, are dispensed with. There is no need or room for these in the issue of a postal note, as the note is by law payable to bearer at any money order office. There being no written application, a record of the date, number and amount of each note issued is made and kept by the issuing postmaster on a stub resembling the stub of a bank check. As a safeguard against alterations of amount, no advice being employed, coupons representing the number of dollars for which the note is drawn are left attached on one margin, while from two columns of figures representing dimes and cents on the opposite margin the figures expressing the fractional portion of the amount, or ciphers if the note is for even dollars, are removed with a punch. Should the coupons and the punched figures in any case not agree with the amount expressed in writing in the body of the note, payment would be refused until the true amount could be ascertained by communicating with the issuing postmaster.

Being payable to bearer, a postal note may be passed from hand to hand without endorsement. It is payable at any time within three calendar months from the last day of the month of its issue. If not paid within that time it becomes invalid, and the holder, to obtain payment, must forward it to the Superintendent of the Money Order System, through the postmaster at a money order office, with an application for a duplicate, for the issue of which a fee of three cents is deducted as required by law. As a postal note is by law payable to bearer, no argument is required to show that a duplicate cannot be issued until the original is surrendered. The fee charged

for the issue of postal notes is uniformly three cents. Last year the holders of no less than 8,279 postal notes allowed them to remain in their possession longer than three months from the date of issue.

The postal note is considered safer than paper money for remittances, in that it must be signed by the person who receives payment, even if previously signed by another person; and more convenient, for the reason that it may be drawn for any odd amount or fractional part of a dollar. It is found to be of special utility in sections of the country where silver enters largely into circulation, and where bills of small denominations are scarce. It is believed that instances of payment fraudulently obtained on postal notes lost in transit through the mails are rare. Moreover reports of the loss of postal notes often turn out to be erroneous, or the loss to be temporary only. The notes are not unfrequently found subsequently, having been mislaid or overlooked by the recipient, or having been received at the Dead Letter Office in imperfectly addressed envelopes, and thence forwarded to the intended addressee, or returned to the sender.

Money order post offices are divided into two classes, first and second. Those of the first class are depositories of the surplus funds accumulating at offices where receipts exceed payments in the transaction of money order business. The second class comprises all offices not designated as depositories for such funds. The postmaster at every money order office, excepting that at New York, is required by the regulations to transmit daily to some other post office, designated as the depository therefor, his surplus money order funds, comprising all money order funds in his possession in excess of the sum of the unpaid money order advices on hand not more than two weeks, or in excess of the fixed sum which he is authorized to retain for the payment of orders drawn upon him, and of postal notes, and which is termed his "reserve." Postmasters at postal note offices (that is, offices which issue but do not pay postal notes) are likewise required to remit daily, or as often as practicable, to a designated post office in sums of $20 or more, the entire sum derived from the sale of postal notes. The offices designated as depositories, being located at paying centres, usually need more funds than they receive from the issue of money orders and postal notes. But,

should a surplus accrue at any one of these offices from sales and deposits in excess of payments, it is transmitted to another depository designated to receive it; and thus, by transfer from one post office to another, the actual surplus of all the offices at which the receipts exceed the payments eventually reaches the postmaster at New York, whose office is the central depository, and upon whom drafts are drawn by postmasters at offices where the receipts from sales, or from deposits and sales, are less than the amount of orders presented. The postmaster at New York has a reserve of $125,000 to meet the requirements of business, and deposits the residue daily with the Assistant Treasurer of the United States in that city.

Payment of money orders and postal notes presented when the amount thereof exceeds that of the money order funds in the possession of the postmaster drawn upon is provided for by means of transfers of funds from the postage account to the money order account, i. e., transfers, to the money order account, of funds received from the sale of stamps and stamped envelopes, as well as by drafts upon the postmaster at New York City. The postmaster who is called upon to pay money orders or postal notes exceeding in amount the funds in his hands derived from the sale of orders and notes is required to transfer such sum as may be necessary and available from his postage account to his money order account, or if the money order and postage funds together are insufficient, or the postage funds are not available for transfer in such emergency, to make application to the Superintendent of the Money Order System for a draft on the postmaster at New York for the requisite amount. If the receipts of the post office ordinarily suffice for the payment of money orders drawn thereon, the postmaster is furnished, upon such application, with a single draft only for the occasion. But if the current of business at any post office is such that the postmaster is continuously or often called upon to pay orders for amounts exceeding the receipts of his office, he is furnished with a book of fifteen blank drafts, and a letter of credit for a suitable sum, upon the postmaster at New York, against which he may draw as occasion requires. The postmaster's bond, if not already large enough, when a letter of credit is granted, is increased in amount sufficient to protect the Government on account of this additional trust; and the

credit is renewed from time to time, when necessary, as is also the supply of blank drafts.

Postmasters are required to render to the Department, weekly, semi-monthly, or monthly, statements of all the money order business transacted by them, entering therein the particulars of every money order and postal note issued, paid or re-paid, and the date and amount of each deposit of surplus money order funds made or received during the period reported upon. These statements, after a preliminary examination in the office of the Superintendent of the Money Order System, are turned over to the accounting officer, the Auditor of the Treasury for the Post Office Department. To obtain allowance of credit claimed in any such statement for payments made or for remittances of surplus money order funds to his depository, the postmaster must in all cases forward the proper vouchers, which are the paid orders or notes, properly receipted, or the certificates of deposit. These vouchers are also compared in the Auditor's office with the entries in the issuing postmaster's statements, and any error of amount in the latter or any failure to account properly for the issue of money orders or postal notes (the forms for which, numbered consecutively in separate series for each post office, are furnished by the Department) is thus detected.

The total revenues from all branches of the money order and postal note business are deposited quarterly, according to law, with the Assistant Treasurer of the United States at New York, to the credit of the Treasurer of the United States, for the service of the Post-Office Department. The amount thus deposited, however, must not be regarded as net profit, but as gross revenue less the amount of such of the expenses as were paid out of the proceeds of the business, which expenses include the large item of commissions paid to postmasters at third and fourth class post offices. A large portion of the expense of conducting the system each year is paid out of appropriations made by Congress; but the revenues deposited in the manner stated, for a like period, will usually balance, or nearly so, the expenditures met by such appropriations, and the Government is thus reimbursed. The chief items of expenditure defrayed from appropriations are, salaries of employees in the superintendent's office and in the money order division of the Auditor's office, printing, rent and service for the money order building, and allowances

to postmasters at first and second class offices for clerk hire (over half a million dollars a year), all of which amount to $850,000 or more annually.

The Superintendent of the Money Order Division, Dr. Charles F. Macdonald, is a scholarly gentleman, bred in the shadow of Bunker Hill, a former school teacher, the promoter and organizer of the money order bureau at its inception in the administration of Mr. Blair. Ask him for the record of his life and he will say: "*Nec male vixit, qui natus moriensque fefellit.*"

Before December, 1891, it was the practice of the Department not to extend the postal money order system to any post office where the compensation of the postmaster was less than $250 per annum, and not then, unless application was made for the extension. But a year ago Postmaster General Wanamaker issued an order for the extension of money order facilities to all post offices, though application might not be made for them, where the compensation of the postmaster is $200 or more per annum; and it was not left optional with the postmaster whether or not his office should be made a money order office. There were about five thousand post offices yielding this amount of compensation, which rapidly became money order offices. To establish a money order office entails an expense of just $4.90. The blanks cost 86 cents; the bound registers $1.80; the envelopes $1.27; the postal note punch 63 cents; and the dating stamp and pad 44 cents. All these supplies are obtained under contracts, and the competition enables the Department to procure printing at rates very much below those paid by the general public. More than 500 different blanks are used, and some are ordered in quantities of 20,000,000 per year.

A postmaster whose office is designated as a money order or postal note office is required by law, before he can be authorized to commence business of that kind, to file in the Department a new bond, with at least two sureties. This new bond is conditioned for the faithful performance of the duties and obligations imposed upon him by the laws relating to the postal as well as the money order business. It therefore takes the place of his former bond and is not in addition to it. Until lately the amount of the money order penalty of such new bond was usually $3,000, and the amount of the postal penalty was $1,000, making $4,000 in all. Postmasters at small

offices in some quarters of the country frequently encountered great difficulty in furnishing a bond of this amount, so that they might be authorized to transact money order business. Now a bond for $2,500 in all, of which the money order penalty is $1,500, is deemed sufficient in the case of newly designated money order offices, in view of the fact that the supply of blank money orders sent at one time to the postmaster at a small office has been reduced from one



THE DIVISION OF SUPPLIES.

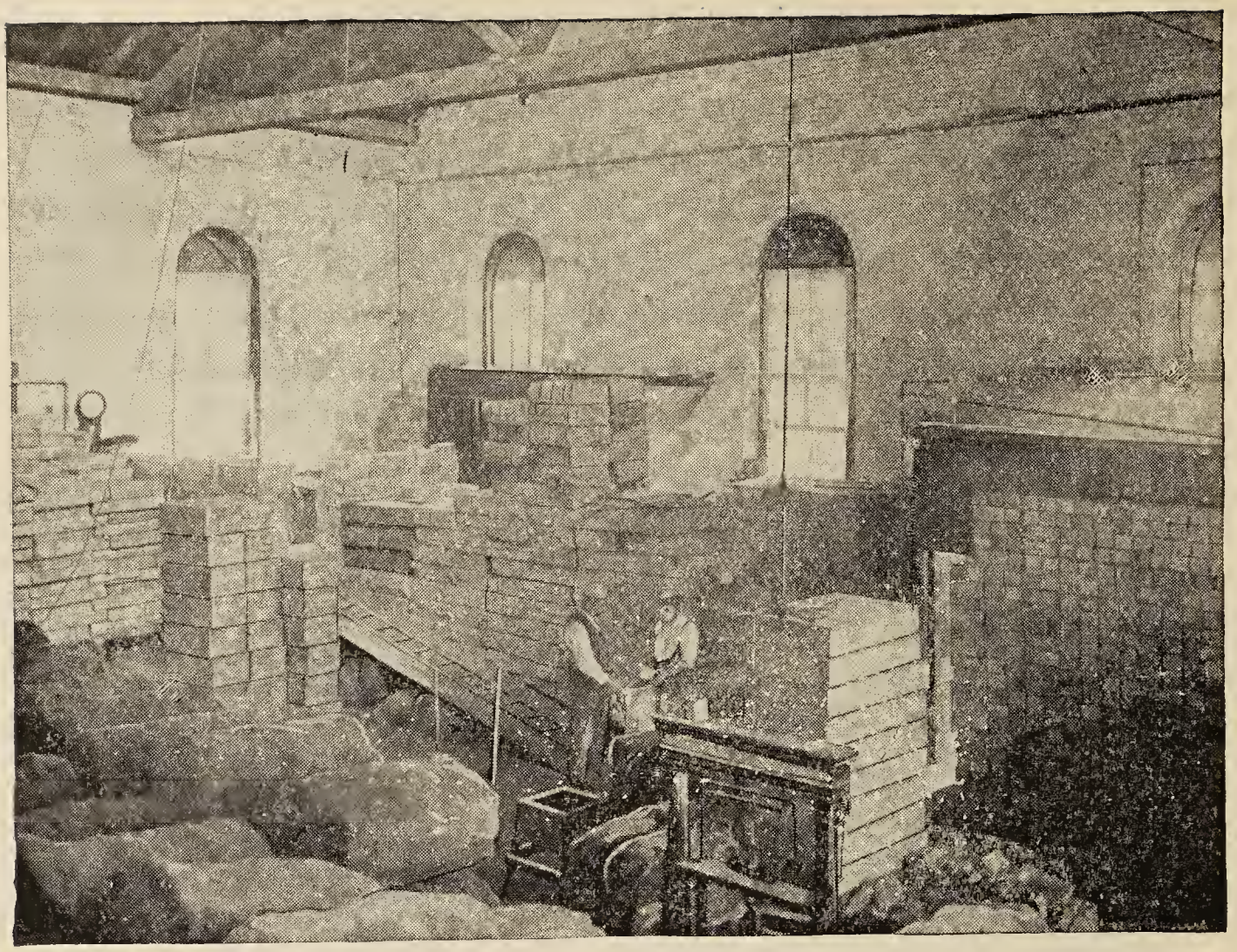
hundred to twenty-five, a number which cannot be issued for a larger sum in the aggregate than $2,500. If a larger supply of such forms is required later, the postmaster may be called upon to give bond for a correspondingly increased amount.

This extension of the money order system has meant a total number of offices in operation of 20,000. The amount of money transmitted by money orders and postal notes is about $150,000,000 annually; and soon the total value will be at least $200,000,000.

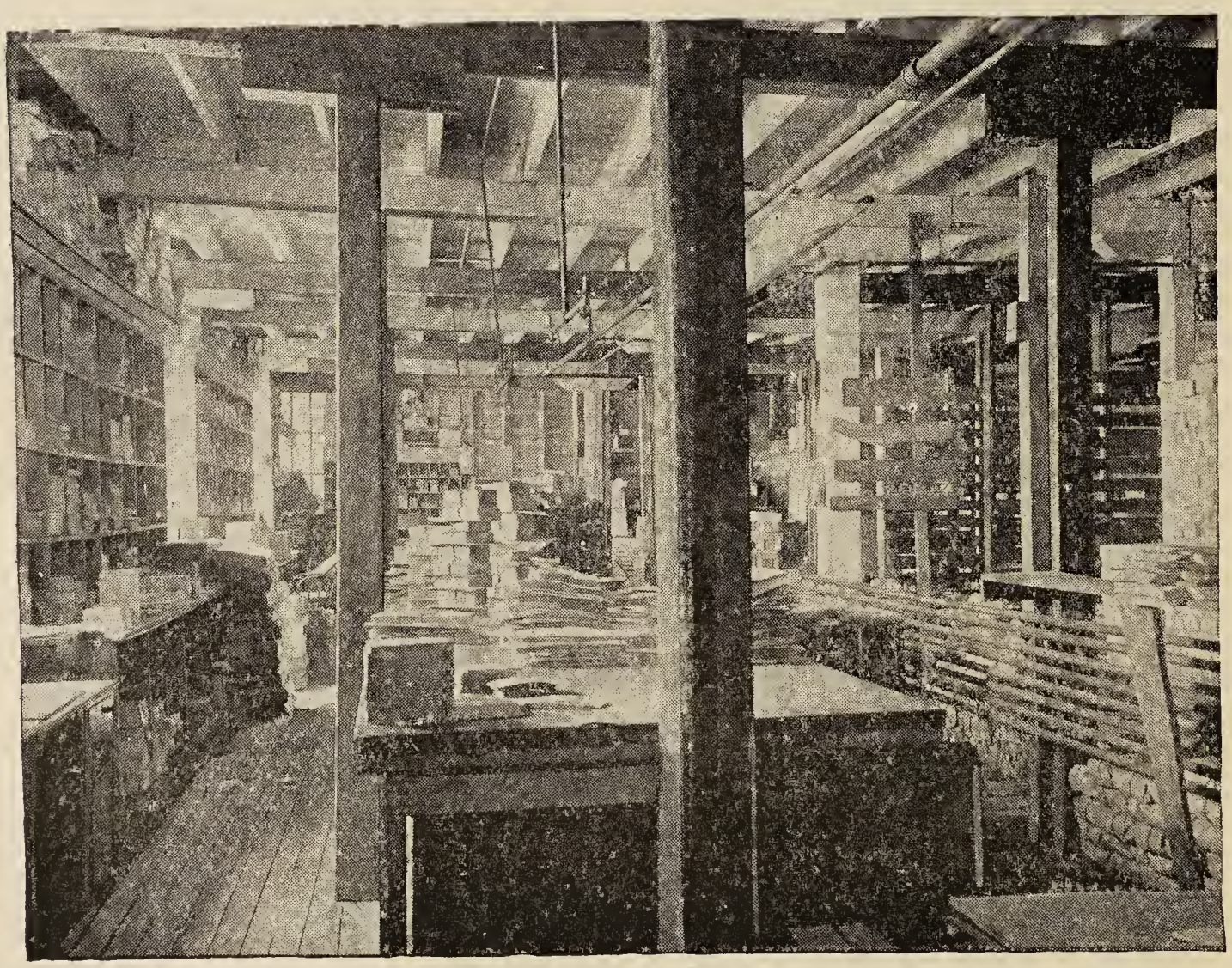
The Division of Post Office Supplies, under charge of the First Assistant Postmaster General (along with the Money Order System

and the Divisions of Salaries and Allowances and Dead Letters) is charged with the duty of furnishing each post office throughout the country with supplies, as follows: Those of the fourth class with eight-ounce letter balances, plain facing slips (and they may procure at their own expense printed facing slips upon application to the contractors for furnishing the same), cancelling ink, stamping pads, postmarking, rating and cancelling stamps, thirty-seven forms of blanks, and, if the receipts of the office are $100 or more per annum, with twine and wrapping paper; of the third class (in addition to the articles above stated), with 72 forms of blanks, four-pound scales, and, when necessary to weigh matter of the second class, 62 and 240 pound scales; and first and second class offices are furnished with all the above-named articles, when application is made for them, and, in addition, with test weights, 600 pound scales or larger when required to weigh newspaper and periodical matter, 110 forms of blanks, and 217 articles of stationery, under the 92 contract items. All facing slips, both plain and printed, are supplied to offices of these classes at the expense of the Department. The Department proper is furnished with blanks, blank books, labels, records, and 235 articles of stationery, under the 117 contract items. Blanks and books, as well as stamps, used in the transaction of the money order business, and postal note plyer punches, are furnished on application of the Superintendent of the Money Order System. Blank postal notes are likewise furnished to that officer. There is no fixed rule as to the quantity of money order supplies which may be furnished, for the reason that the money order business bears sometimes but slight relation to the salary of the postmaster and the extent of the postal business. Each money order office is supplied according to its special necessities.

The operations of this division are conducted in the skating rink, half a block away from the Department, on E Street. They are tremendous. The Department and the postal service require about 41,000 reams of manilla wrapping paper yearly, involving an expenditure of $58,000. 14,470 reams of 20 x 29 manilla facing slip paper, making 250,041,600 $3\frac{3}{16}$ x 5 slips, are furnished to the Government facing-slip printers each year for the 800 first and second class post offices, the printing of them paid for by the Department, upon vouchers; third and fourth class offices, as has been

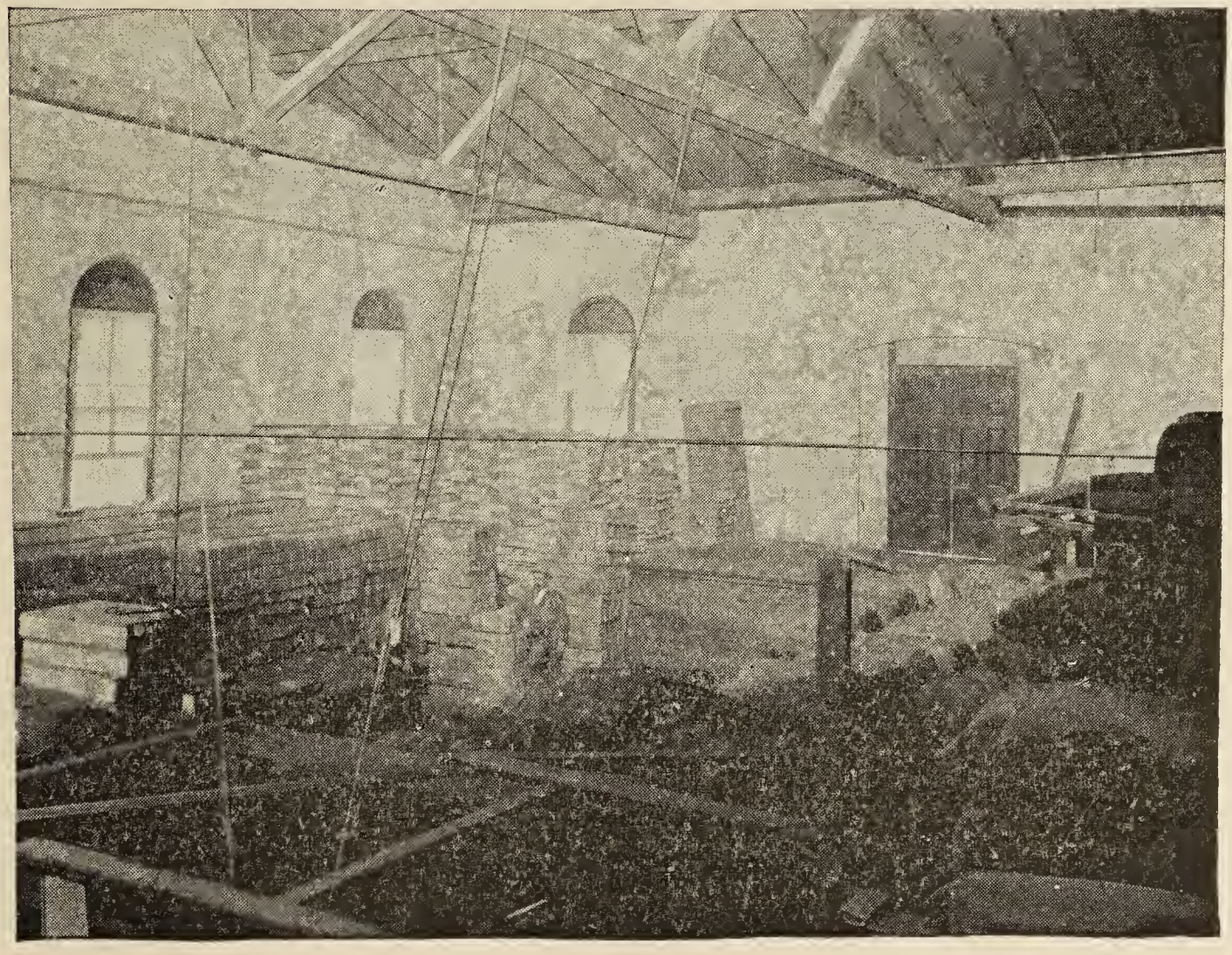


SUPPLY ROOM CONTAINING WRAPPING PAPER AND TWINE.



SUPPLY ROOM CONTAINING EVERY BLANK USED IN EVERY POST OFFICE.

stated, are allowed printed facing slips, from the Government facing-slip printers, at their own expense. Every postmaster and railway postal clerk in the United States is required to use one of these slips on each letter or package of letters leaving his office, bearing his postmark and name, or the number of the person putting up the packages, an almost perfect safeguard in every way to prevent letters from being lost or missent in transit. 9,000 reams of 20 x 29



TONS OF PAPER.

are sent to the Railway Mail Service yearly for plain facing slips, which are equal to 155,520,000 $3\frac{3}{16}$ x 5 slips, printed at its own expense, when required. 7,000 reams of 20 x 29 are furnished to the Government printer yearly to be cut into $3\frac{3}{16}$ x 5 plain facing slips, which equal 120,960,000 slips, or about 600 reams of 20 x 29 every thirty days for the above purpose.

Five hundred and sixty-three reams are used every year by the Division of Post Office Supplies in wrapping its packages; 9,000 reams of 20 x 24 and 967 reams of 26 x 40 are sent yearly to the

post offices whose gross receipts are $100 and over, throughout the country, for wrapping purposes; or the weight of wrapping paper sent out and consumed by post offices equals 1,127,180 pounds, or about 564 tons, or 56 carloads yearly. This constitutes the different sizes of wrapping paper issued, making the total number of reams issued each year 41,000, or 19,680,000 sheets, or the enormous weight of 1,148,432 pounds of paper; the quantity being



THE STATIONERY ROOM FOR FIRST AND SECOND CLASS OFFICES.

so great that it would require a 164-inch "Fourdrinier" machine running night and day the year round to keep up the supply.

The division requires 1,348,000 pounds of jute, cotton, hemp, and flax twine, or about 67 cars, yearly. The jute twine is put up in one-half pound balls, and, in accordance with the specifications, the inside end of the string is to be fastened on the outside of the ball, so as to unwind from the inside. By this device employees start unwinding the ball from that end. Formerly they began from the other, so that each ball unwound with a tangle, and a quarter

of the twine, on the average, was wasted, and the loss in the aggregate was very great. This twine costs each year $84,900, and every sixty days 25,000 pounds of jute twine are received and issued.

It requires about 8,000 scales of the following capacities— 8 oz., 4 lbs., 62 lbs., 240 lbs., 400 lbs., 600 lbs. and 1,000 lbs, — to supply the 67,000 post offices yearly; and the expense is $9,506. A room with a floor space of 7,650 square feet is required for the wrapping papers, twines and scales, and owing to the vast amount of stock obliged to be carried the manilla papers, twines and scales have to be piled to a height of ten feet, in order that the room may contain what is required to be issued from day to day.

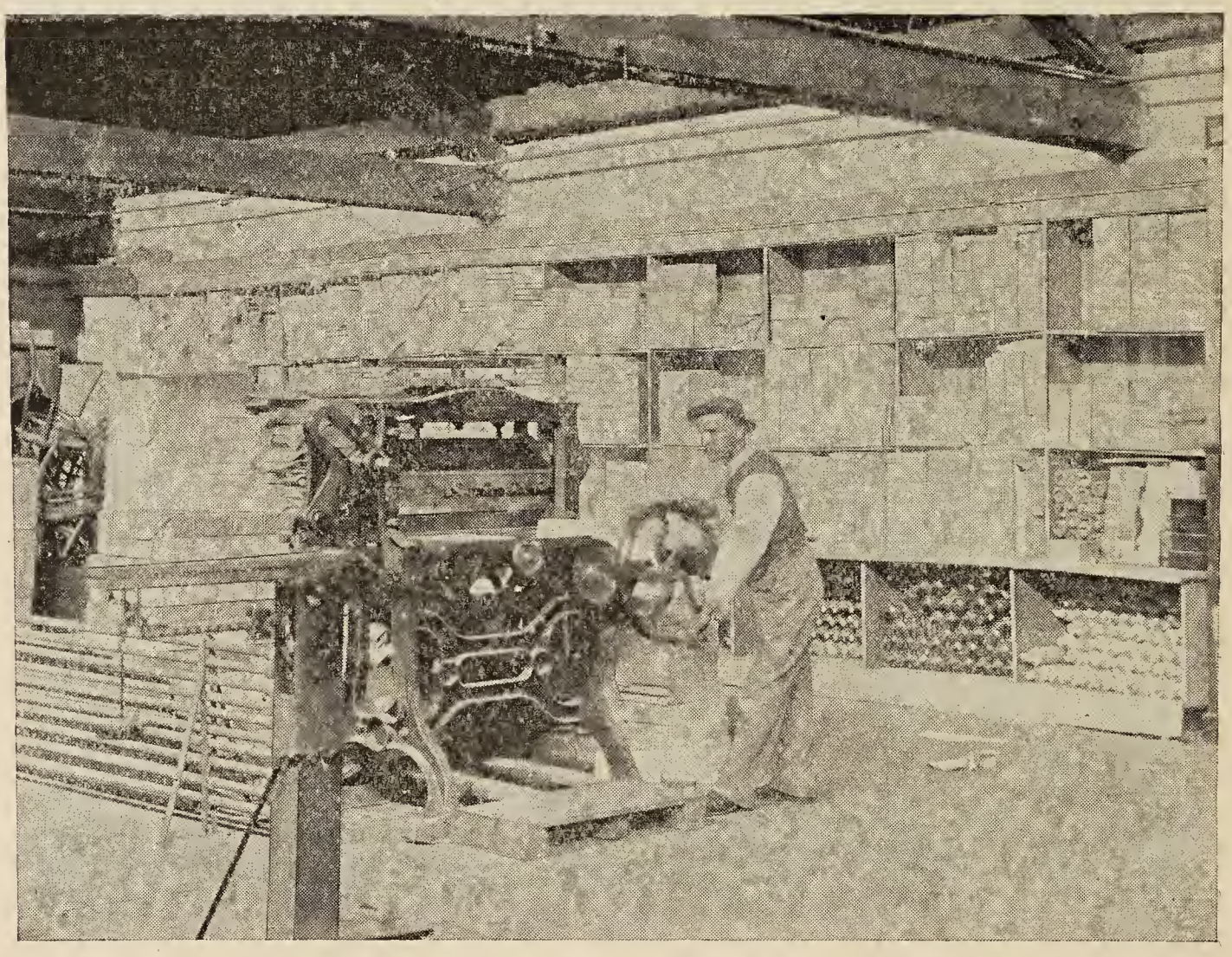
The item of black cancelling ink for cancelling postage stamps, post-marking and back-stamping letters amounts to about 40,000 pounds, or 5,000 gallons, or 122 barrels yearly; and the expense is $8,000. With this cancelling ink 25,000 inking pads, $4\frac{1}{2}$ x 5, are required, the base consisting of printers' roller composition, with a felt cloth top to retain the ink. These pads cost $7,000 a year. 39,300 steel and rubber stamps are furnished to the service yearly at an expense of $17,666.05. 80,000,000 blanks of various descriptions and sizes, 220,798 blank books, and 5,056,380 letter heads and envelopes are required every twelve months.

The supplies furnished exclusively to the 800 first and second-class post offices are as follows: 13,000 gross, or 1,872,000, steel pens, at an expense of $5,052; 20,540 dozen, or 246,480, lead pencils consumed annually at an expense of $3,440; 10,500 pounds, or 50,200 gross, of rubber bands required yearly at an expense of $13,091.50; 1,140 dozen quarts of writing fluid and copying and black ink required each year, or 3,420 gallons, or 83 barrels, at an expense of $2,072; and 10,000 pounds of pins, involving an expense of $463.63.

There are sent in a year by mail from the Supply Division 56,600 mail sacks and pouches filled with supplies; 10,350 cases of scales and stationery; and 230,300 packages of blanks and stationery. It requires 27,000,000 3 x $5\frac{1}{2}$ registry package receipts, registry return receipts, and registry bills for the 67,000 post offices, at an annual cost of $20,000. It has been estimated carefully that there are six tons and more of stationery, blanks, books, twines, wrapping papers and scales mailed every week-day in the year. It requires ten trips

each day of large double-team mail wagons, filled to their utmost capacity with supplies, to ship the articles necessary to conduct the postal business. The supply division is now occupying, by actual measurement, a floor space containing 21,384 square feet.

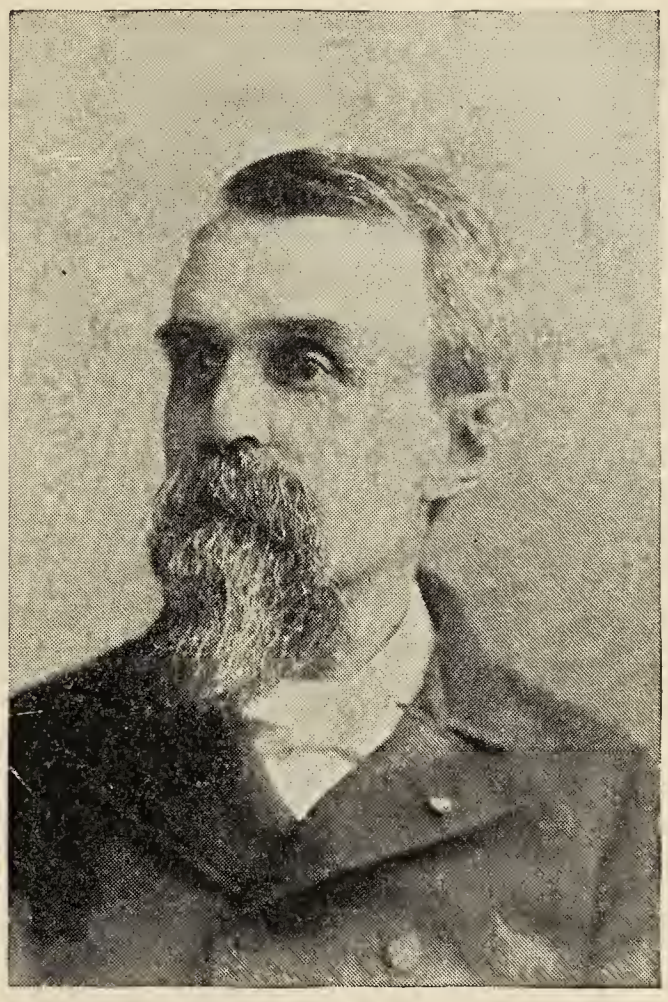
In 1866 three post office agencies for furnishing blanks, twine and paper were established, one in Buffalo, one in Cincinnati, and one in the Department Building in Washington. Mr. W. S. Davis



THE STATIONERY ROOM FOR THE DEPARTMENT PROPER.

was in charge of the Washington agency. This supplied the Southern States; the other two agencies supplied the rest of the country. All purchasers of supplies had to show vouchers for them, and have them approved by the Department, in order that pay might be had. In 1867 the offices at Buffalo and Cincinnati showed vouchers for supplies alleged to have been sent to the state of Alabama, which was outside their territory. Mr. Davis insisted upon a prompt investigation. It showed that the agencies in Buffalo and Cincinnati were making false vouchers. The agent

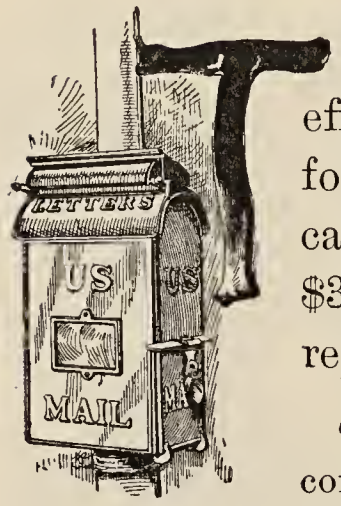
at Cincinnati was arrested; the agent for Buffalo, in Europe at the time, was arrested on his return; they both confessed, and the United States recovered nearly $300,000. The result was that the three agencies were combined, and the blank agency, as it was called, was established in Washington City.



MAJOR E. H. SHOOK,
Chief, Division of Post Office Supplies.

The present Superintendent is Major E. H. Shook of Michigan. He is a member of the Grand Army, the Union Veteran Union and the Loyal Legion. He was born in Dutchess County, N. Y. He worked five years as a printer boy. He saw thirty-one heavy engagements in the war. He was Assistant Adjutant General on General H. G. Berry's staff, and Assistant Inspector General of General Byron R. Pierce's brigade, of the Third Division of the Second Corps. He was taken prisoner in 1863, but escaped. He was wounded in the top of his head at the battle of Mine Run, was severely wounded in the Wilderness, and was knocked down by a shell at Sailor's Creek. Major Shook was handling printers' supplies and stationery for a large Detroit house up to the time of his appointment.

THE CARRIERS, THE SPRIGHTLY MEN IN GRAY.



THE free delivery of mail matter by carriers took effect July 1, 1863, and was put in operation at forty-nine offices with about four hundred and fifty carriers at an aggregate annual compensation of about $300,000. Postmaster General Blair, in his annual report for 1863, said: —

"Our own experience and that of Europe demonstrates that correspondence increases with every facility of its conduct, and free delivery in the principal towns and cities has been proved in the mother country to be a facility attended with very remarkable results. Further time will be required to prove whether it will operate in the same way here, but as far as ascertained, the results are highly satisfactory."

In the city of New York, for the first quarter, there were delivered by carriers 2,069,418 letters, with 1,810,717 collected, or an increase of about twenty-five per cent. over the preceding quarter. But the growth of the service was slow until 1887 and 1888, when the number of offices was nearly doubled. Previous to January 3, 1887, the requirement for free delivery was that a city should have a population of 20,000 within the delivery of its post office. The law of January 3, 1887, made any place eligible that had a population of 10,000, or a revenue from its post office for the preceding fiscal year of $10,000.

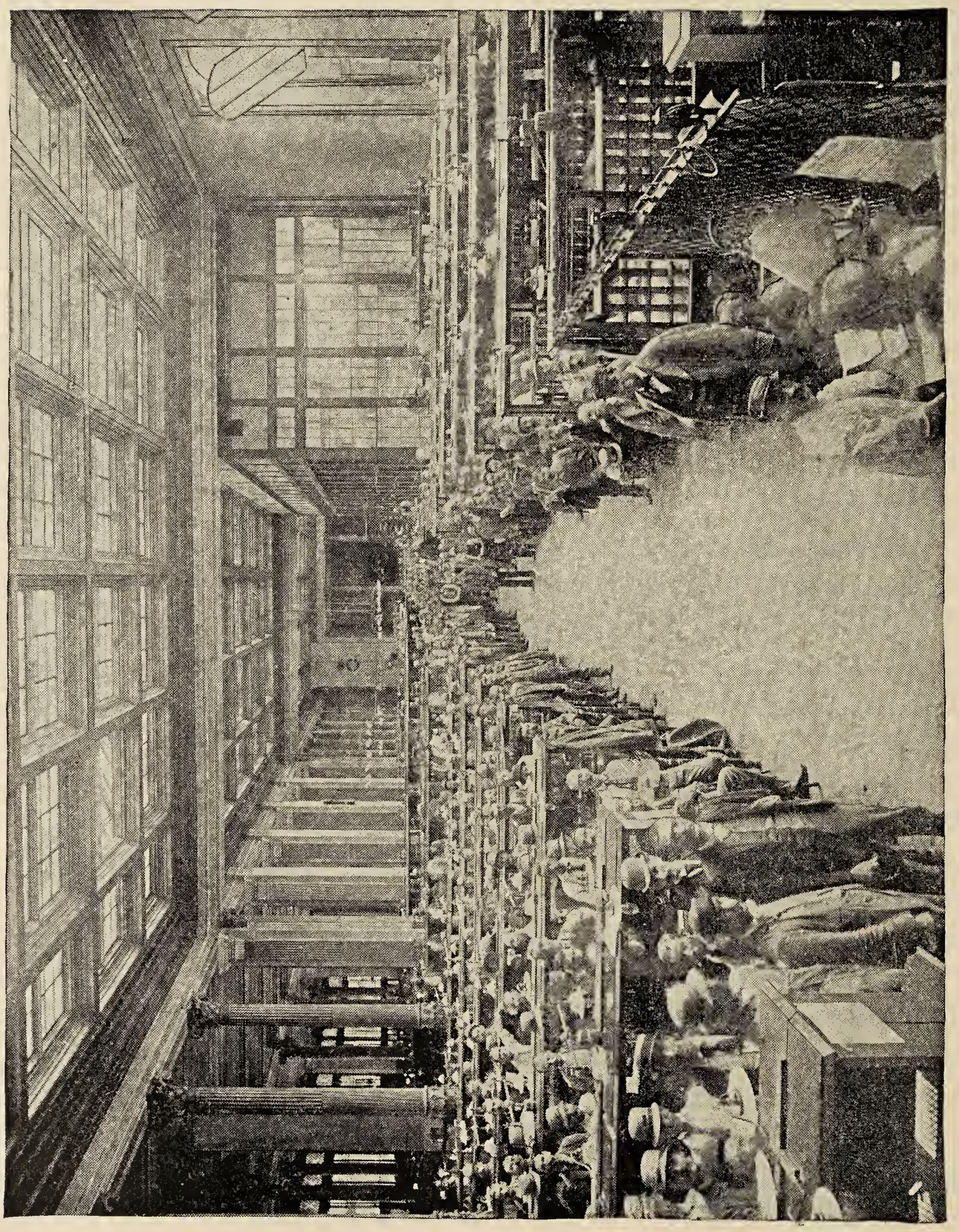
There are now over six hundred free delivery offices in the country, and the letter carriers attached to this service deliver and collect mail from twenty millions of people. The annual expense is between ten and eleven millions of dollars. A law has been repeatedly proposed to Congress to extend the service to towns of five thousand population or of $5,000 receipts for the latest fiscal year. This would add one hundred and seventy-five places or more to the number served with the free delivery, and a million and

a half of people would be accommodated. The annual cost would be perhaps $400,000.

When a town becomes entitled to the free delivery service, either by reason of population or revenue, and it is deemed advisable favorably to consider its claims, the postmaster is informed that before the service can be established the sidewalks must be paved, streets lighted, houses numbered, and names of streets placed at intersections. When this is done, an inspector is sent to look over the field, lay off the carriers' districts, locate the street letter boxes and instruct the postmaster as to details. Letter carriers are appointed by the Department, on the recommendation of the postmaster, except at civil service offices, of which there are forty-five. At these offices they have to pass a competitive examination and are selected from the list of eligibles in their order. At these offices they are appointed as substitutes first, and promoted when their turn is reached.

Carriers are entitled to a vacation of fifteen days in each year, without loss of pay; they cannot be removed by the postmasters, but for serious offences may be suspended and recommended for removal to the Department. Generally the Department obliges the postmaster. A postmaster, for offences not involving removal, may suspend a carrier for thirty days or less. Postmasters are forbidden to to employ carriers as clerks in their offices, and if carriers work over eight hours a day, they are to be paid proportionately for the overtime. As it is impracticable to assign carriers to eight hours consecutive work, they are assigned by schedule so that the actual time of service is not more than eight hours a day. The intervals between trips are the carriers' own. Postmasters are required to furnish monthly to the Superintendent of Free Delivery a report showing the number of deliveries and collections made, the total number of hours of free delivery service rendered during the month, and the average daily hours of service per carrier.

At cities of 75,000 or more carriers are paid $600, $800, and $1,000. In free delivery cities having populations smaller than that, carriers are paid $600 and $850 per year. Appointments are always made to the class having the minimum rate of pay, and promotions are made from the lower to the higher grades at the expiration of



THE DELIVERY DIVISION OF THE PHILADELPHIA POST OFFICE.

one year's service on certificates of the postmasters of efficiency and faithfulness. A bill is now before Congress to create an additional class of carriers whose compensation for the fourth year shall be $1,200. Postmasters may grant additional leaves of absence for not exceeding thirty days in cases of sickness, disability received in the service, or other urgent necessity. Substitute letter carriers are appointed like the others at a compensation of one dollar per year; for vacation service they receive $600 per annum, and for any other leave of absence the pro-rata pay of the carrier whose route they serve. They are required to give bonds, as the regular carriers are, and must be ready to respond to the postmaster's call for service at a moment's notice. At the classified post offices substitutes are promoted in the order of their appointment; at the non-classified offices this is not compulsory. The substitutes are taken from lists of eligibles who have passed the competitive civil service examination, made by the local board of examiners, duly authorized by the civil service commission to make it. Their first appointment is for a probationary term of six months. At non-classified offices the postmaster nominates and the Postmaster General appoints.

Carriers must be citizens of the United States, physically fitted for the service, and temperate; they must be at least eighteen years of age and not over forty, though this limitation does not apply to honorably discharged soldiers and sailors. The carrier's bond is for $1,000, with two sureties at least, and he has to take the oath. Carriers are forbidden to solicit, in person or otherwise, contributions of money, gifts, or presents, to issue addresses, complimentary cards, prints, publications, or any substitutes for them, intended to induce the public to make gifts or presents, to sell tickets on their routes to theatres, concerts, balls, fairs, picnics, excursions, or places of amusement of any kind, to borrow money on their routes, or to contract debts which they have no reasonable prospect of being able to pay. Every carrier, before entering upon his duties, is required to provide himself with a uniform (made of cadet gray cloth), and to wear it at all times when on duty. He is held strictly to account for the keys entrusted to him, and for the loss of them he is liable to removal. He must promptly report broken boxes or defective locks or keys.

The subjects and relative weights for the carrier examinations made by the examiners of the civil service commission are as follows:

Subjects,	Relative weights.
First: Orthography	1
Second: Penmanship	1
Third: Copying	1
Fourth: Arithmetic	1
Fifth: Local delivery	3
Sixth: Reading addresses	3
Total of weights	10

The following is a typical examination paper for the fourth subject, arithmetic:

Question 1. Express in sign and figures seventy-two millions five thousand and eighty-two dollars, ten cents and two and one half mills.

Question 2. Express in words the following: 5,312,209.521.

Question 3. Express in words the following: 10 mi. 8 fur. 640 rd. 760 yd. 10,560 ft. 6 in.=16 mi. 6 in.

Question 4. A carrier makes 4 trips a day, carrying 64 letters and 32 papers each trip. The letters average in weight ¼ oz. each and the papers 2 oz. each. How many pounds of mail does he deliver in a day? (16 oz. to the pound).

Give work in full.

Question 5. Multiply 26.32 by 3, and to the product add 2.04.

Give work in full.

Question 6. Add the following, placing the sum at the bottom:—

5,321,792.18
329,212,175.75
11,515,666.66
2,919,286,554.55
115.25
999,510.45
4,786,452,369.38
29,236,111,522.73
75,775,016.15
90,187,236,541.02

Question 7. A carrier delivers in one day 254 letters, 423 papers, and 27 packages. Each letter has on it a two-cent stamp, each paper a one-cent stamp, and each package a four-cent stamp. How much would the Government make or lose on this mail, supposing the whole cost of transportation and delivery to be $11.42?

Give work in full.

Question 8. A carrier walks a distance of 20 squares on each trip, each square being 400 feet in length. If he advance 20 inches each step, how many steps will he take on the trip?

Give work in full.

Question 9. A carrier who makes 1,200 trips a year rides on the street cars twice every trip, the fare being five cents a ride. What is the cost of street-car fare for the year?

Give work in full.

Question 10. In an office employing 35 carriers, each carrier loses 20 minutes a day in idle talk. Suppose the average salary of each to be $2.50 for ten hours work, what is the cost to the Government of the lost time each day, and what will it amount to in a year of 313 working days?

Give work in full.

For the fifth subject, local delivery, the following is a typical examination paper:

Question 1. Name the principal railroads (not exceeding five) which pass through or terminate in this city, and give the location (the street or streets on which situated) of the principal depot or ticket office of each.

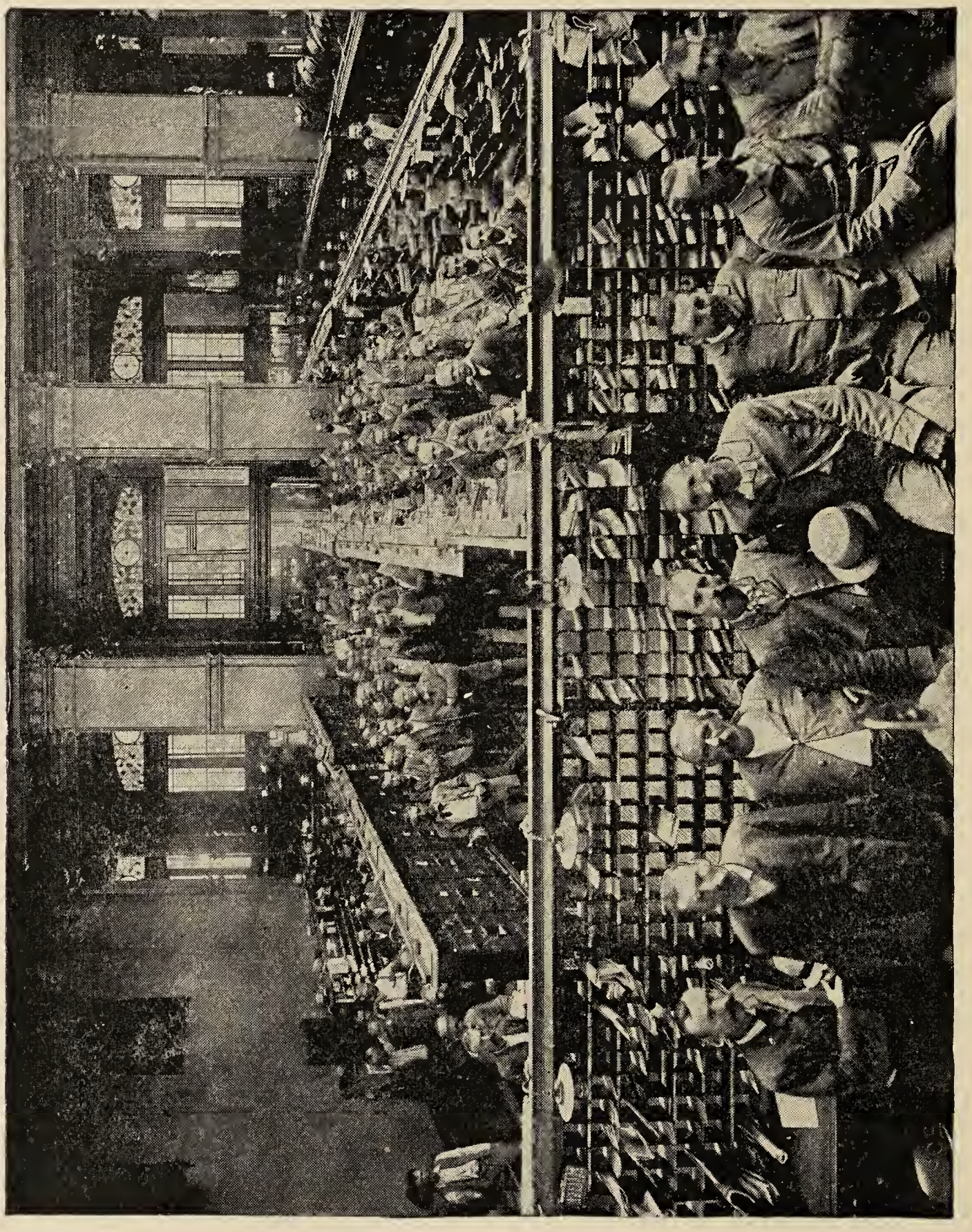
Question 2. Name four streets which pass nearest to the building in which this examination is held, and mention one public building or prominent business house on each.

Question 3. Name the principal hotels in this city (not exceeding five) and the location (street or streets on which situated) of each.

Question 4. Name some street or streets by which one could pass from the extreme northern to the extreme southern portion of this city, and mention five prominent buildings, places, or parks which would be passed on the route given.

Question 5. Name a street-car line (or connecting lines) by which one could travel nearly or quite across this city, and name the principal streets over which it or they pass.

The frequency of carrier service depends upon the importance of a locality and the arrival and departure of mails, and business districts have more frequent deliveries and collections than the resident quarters. Regulations require that citizens supplied by letter carriers shall be requested to provide receiving boxes at their houses and places of business. This is done to a very limited extent, however, for the reason probably that householders or occupants of business offices understand that the mail will be delivered to them anyway, and it is no affair of theirs, or at least only a small affair, to save the time of letter carriers by providing a receptacle to receive mail without delay. The plan inaugurated by Postmaster General Wanamaker to provide for the collection from every house and business office of mail from letter boxes, as well as the delivery of it to boxes



THE CARRIERS' DIVISION IN THE ST. LOUIS POST OFFICE.

in every one of them, supplies the householder with a facility which he really wanted and was willing to pay the price of a box for.

In the course of a year the 11,000 or more letter carriers of the country deliver five and one half million of registered letters, a billion and a third of ordinary letters, perhaps two hundred and seventy-five millions of postal cards and almost six hundred millions of newspapers. They collect in an average year three hundred millions of local letters and three quarters of a billion of mail letters. They collect also perhaps one hundred and fifteen million local postal cards, one hundred and fifty million mail postal cards and nearly two hundred million newspapers; all of which is to say, that the 11,000 letter carriers handle in a year the inconceivable number of three and three fourths billions of pieces of mail.

The postmaster at Concord, New Hampshire, Mr. Henry Robinson, once wrote of the letter carrier:

"There is no discount on him; he is held up to the highest standard of excellence. He eats his three hearty meals a day, walks his twenty miles, and sleeps like a top. If you could see him lazily stretch out his legs and fill his old 'T. D.' after he has filled out his daily report, given up his key and hung up his leather bag that he wears hung from his shoulder when on duty, you would not imagine that he ever felt any considerable responsibility. But his is an exacting work, indeed. He has taken a solemn oath and is under bonds to do this important mission quietly, diligently and perfectly in all its imperative details. Under no circumstances is he allowed to loiter on his route. He cannot stop to converse, except in the line of his business. Trivial talk, singing, whistling and smoking are diversions that he cannot indulge in when in charge of the mail.

"He has to exercise the greatest care in everything that he says and does. He is forbidden to deliver letters in the street even to the owner, unless the owner is personally known to him and the delivery can be made without reasonable delay. It is against the rules for him to throw mail into windows or hallways, unless he is instructed to do so. He is to rap or to ring the bell at the door, and wait patiently a reasonable time for an answer. Sometimes he has to go back to make a second call at your residence or place of business, because there was no one there at first to receive the mail and no place to put it. He is not to enter any house while on his trip, except in the discharge of his official work, and he cannot deliver any pieces of mail that have not first passed through the post-office. He cannot exhibit any mail entrusted to him, or give any information in regard to it or to any person other than those to whom it is addressed or who are authorized to receive it."

Or again:

"He will not make any unnecessary comment upon the character of the mail carried by him. He does not read postal cards nor interest himself in what is entrusted to him, except so far as it becomes his official obligation to do so. He

handles so many letters of all kinds that he becomes indifferent to their contents, except to be careful to the utmost degree of caution in the handling of every one.

"It is none of his business what your letters contain, if they are properly mailable, and he doesn't care if you get a hundred letters a day from the same person, or whether you get only one letter a month, or no letters at all — it is all the same to him. He will not tell you anything about anybody's mail. He can't tell you whether Mrs. So-and-So got a letter from Mr. So-and-So this morning, or whether Sarah Jane's fellow in the West is still corresponding with her or not. He carries a straight, clear, well-regulated head on him, but is as non-committal as the Sphinx and as reticent as an Egyptian mummy on most subjects. He is not expected to discuss religion or talk politics. He lays great claim to a civil tongue, and endeavors never to allow himself to be exasperated or annoyed in the least, however great the tax put upon his unvarying civility.

"He is not allowed to put letters into his own pockets to carry them nor to throw away even the slightest piece of mail, however valueless and unimportant it may appear. He must return to the office everything that is undelivered, and after every trip must bring back his satchel and his key, and make his comprehensive written return in detail of the number and character of all the pieces handled by him. He keeps a considerable post office of his own, having nearly two thousand patrons. He has a perfect directory of his route, free from blot and as neat as wax, with the name of every letter receiver in his district, alphabetically recorded, with special instructions noted in reference to each. He has a 'case,' as it is called at the office, which is divided into convenient compartments, and should you ask him there if he has a letter for you, he can find it in a moment if there is one. Do not imagine that when the mail clerk's signal bell strikes for him to get ready that he then jumbles all the letters into his leather bag in a confused mass. Such is not the fact. Every piece of mail entrusted to him has its particular place and all is arranged with a system and order very commendable. He is forbidden under all circumstances to return to any person whatever letters deposited by them in the street mailing boxes from which he makes collections, but if the sender of the letter wishes it back, he must report to the office, where may be found exclusive discretion to return it to the writer."

Said Postmaster Anderson of Cleveland, not long ago, in addressing his letter carriers on their semi-annual inspection day:

"There are many temptations thrown around you, not only in the office but upon your routes. I want you to shun these as you would so many vipers. I know you do, but I wish you could have been in my private office the other day, and seen the mental anguish of an arrested carrier. If you could have seen his clenched hands and tear-ridden face; if you could have seen his deep humiliation as he acknowledged that he had betrayed the confidence reposed in him by me and his friends, and violated the laws he had solemnly sworn to obey, and observed how wretchedly he seemed to feel when he admitted that he had contrived a plan to steal that would seem to exculpate him and throw the suspicion upon other innocent and honest men, you would remember and fully appreciate the familiar old maxim: 'Honesty is the best policy.' This man made an appeal to me for leniency, asked that his crime should be 'settled,' and appealed to my sympathies as a husband and a father. He told me about his honest, economical wife and

his three little boys whom an hour or two before he had parted from with a loving kiss. I told him I pitied his wife, but he should have thought of them before and while he was committing the crime that brought disgrace and shame upon the helpless and the innocent. As the responsible head of the office, as a sworn officer of the Government, of that department which is so near the people, to whom they entrust their money, their missives of business, society and affection, I cannot afford to be lenient to a man who wilfully and deliberately transgresses the law."

To look down from the long, shutter-covered balcony that extends around the main room of a great post office, as at Chicago, is to see big leather mail sacks, with yawning mouths kept closed by snappy-looking padlocks, stacks of letters on a wide, roomy table, with the force of stampers beating with monotonous regularity a double "tump-tump" so rapidly that the ear must be acute to note that it is not a continuous sound; busy clerks, with a steady, unceasing movement of the hands and eyes, placing a letter here, another there, nine hundred and ninety-nine times out of one thousand without a slip, working as if their lives depended on getting through before their neighbors. Here are the men who are classifying the mail for the carriers, and here are the carriers themselves, engaged in "routing" the mail. Back and forth, in and out of the aisles they come and go, like bees hovering around a hive. To the layman all is confusion and disorder. But better harmony never existed. A clock is not more evenly and accurately adjusted. It is a system that has well-nigh reached perfection. There is never a moment's hesitation. The finger tips of the carriers and clerks seem imbued with independent minds; the streets, the districts and the divisions, are within a call that responds as quickly as a flash of lightning.

In a big city like Chicago, of course, thousands and thousands of letters are received where it is almost impossible to make out the addresses. One of the Chicago clerks has tabulated the different spellings of Chicago; and he finds without much trouble that they numbered one hundred and ninety-seven. Only a short time ago a Finnish letter writer addressed his brother at Zizazo; and other spellings in the list were: Jagjago, Hipaho, Jajijo, Schechacho, Hizago, and Chachicho. Then wrong addresses are given, and great difficulty is found in finding the person for whom the letter or paper was intended. Several months ago a paper was addressed to Mrs.

M. Kracky, 612 Dixon Street, but the carrier could not find her. All the people interested were Polanders, including the carrier, and they had a time of it. Here is the carrier's story in his own report:

Mrs. M. Kracky does not live at 612 Dixon Street. Six hundred and twelve Dickson is a two-story house, occupied by four families, to wit: On the first floor in front lives Mr. Pafelski, an uncle of Mrs. Kracky; with him also lives his mother, or grandmother to Mrs. Kracky; above them lives Mr. Riszewski. In the rear on the top floor lives Mrs. Kilichowski, and below her lives Mrs. Pinkowski, a mother of Mrs. Kracky, whom the latter calls on about twice a month, more or less. Now, when this January number came to me I am positive that I asked three times in front of both families, and I am also positive that I opened Mrs. Pinkowski's door at least twice and asked there, as I had to pass her door four times in order to see Mrs. Kilichowski, who was asleep twice. The third time she was out, the fourth time I got her at home, and each time I called out the name loud enough for Mrs. Pinkowski to hear. The November number I must have delivered in October, but I can't remember it. The December number was delivered by the substitute, as I was on my annual vacation from Nov. 1 to Nov. 16. To-day as I called there Mrs. Kracky happened to be there washing for her mother, and I delivered her magazine. Mrs. M. Kracky, whose proper name is Mrs. M. Krajecki, lives at 596 Holt Street.

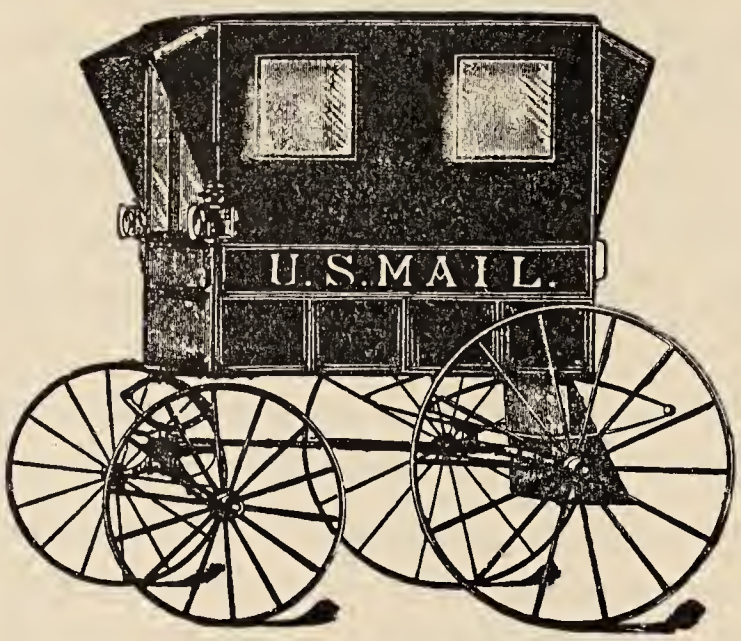
P. P. GOLONSKI, 632.

Many claims for over-time service of letter carriers have been filed with the Department. They aggregate about half a million dollars, and many have been carried by the claimants to the Court of Claims for adjudication. Under the statute the carrier's day is eight hours, and work required of him beyond that period is reckoned as over-time. Official blanks are furnished to all of the free delivery offices for keeping the individual time of each carrier while on duty. Where the force is limited, there is, of course, a liability that extra time will be required of the carriers; but when the force is supposed to be competent for the service the working of over-time is discountenanced. The position of the Department is that letter carriers should be required to work eight hours on week days and as many hours on Sundays as the service at the respective offices may require, and not in excess of forty-eight hours any week of six days where Sunday service is not required. A desired amendment to the postal laws provides for an additional class of carriers, so that after four years' service, carriers may, upon a certificate of their respective postmasters that they have been especially faithful and efficient, be promoted from $1,000 to $1,200 per annum, and that when letter carriers become inefficient, or unfitted for active work, they shall,

upon the certificate of their respective postmasters to that effect, be reduced to a lower grade commensurate with their service or removed, as the equities of the case may suggest. Such an amendment would not only provide a just compensation to faithful and deserving carriers, but it would tend to enlist in the service more of the finest young men, and stimulate all the carriers to better efforts. It would also provide a just way of continuing in the Government employ carriers who have rendered efficient service, but who, by reason of infirmities or advancing years, are unable to perform the maximum service of a carrier.

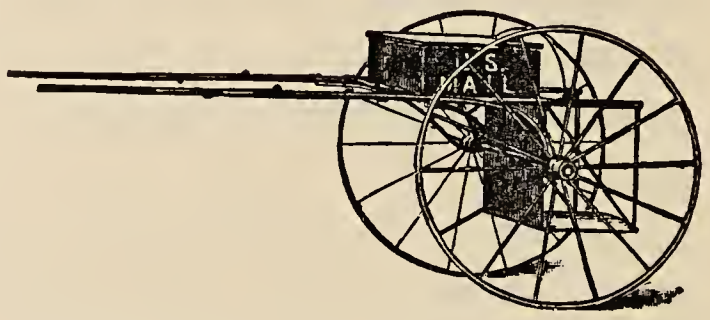
The collection service, as the First Assistant Postmaster General has observed, requires men chiefly of physical strength. $600 per annum, as it is held by many, would be adequate compensation. Now all are treated alike, and promotions of collectors are made from $600 to $800, $850, and $1,000 per annum, as with delivery carriers. The carriers become more efficient and are able to handle and deliver their mail with greater facility from year to year, while the collectors can perform, as a rule, as satisfactory service the first year as afterwards. The creation by law of a grade of collectors with a salary of $600 per annum, and not subject to promotion, would enable the Department to separate the deliveries and collections at all the large offices, and thus insure better results in both branches at a decreased cost. It has never been intended to recommend a reduction of the salaries of old carriers who may be performing collection service at the time the law might take effect, or prevent their promotion under existing law. Provision would be made for new men only. The proposition is a measure of tardy justice to the overworked and poorly paid carrier. But nothing like this has a chance to become law. Mr. Cummings of New York introduced in the last session a bill to fix the pay of letter carriers at $600 for the first year, $800 for the second, $1,000 for the third, and for the fourth, and thereafter, $1,200. Neither did this measure have any chance of passing, for it would cost per year perhaps a million and three quarters; and when it is an impossible task, notwithstanding the steady and inevitable growth of the country and hence of the postal service, to secure any additions at all to many of the items of the postal appropriation bill, it is not strange that the item for carrier service should be cut down, as recently, by $300,000. This

reduction, if the Senate had permitted it to be made, would have left the service to get along as best it could during the next year without any additional carriers, and that, too, though it had been repeatedly stated that in Chicago alone two hundred new men were required for the actual needs of the service.



MAIL DELIVERY CART USED IN CHICAGO.

In most of the large cities the carriers going out for deliveries are transported in cars, omnibuses, or sometimes in elevated trains, out to their routes, in order the more quickly to begin their distributions. Collections are expedited by similar means. In Chicago they have a unique cart system for collection. The territory covered by the cart system is about forty-four square miles, and it is collected from six times daily. There are forty-five men on the cart collection force, each covering from eighteen to twenty-two miles per day. There are sixteen districts with three men as a rule attached to each. Two or four cart men meet at a central point about two miles from the central office, and the mail is transferred to one of the carts and driven to the central office.

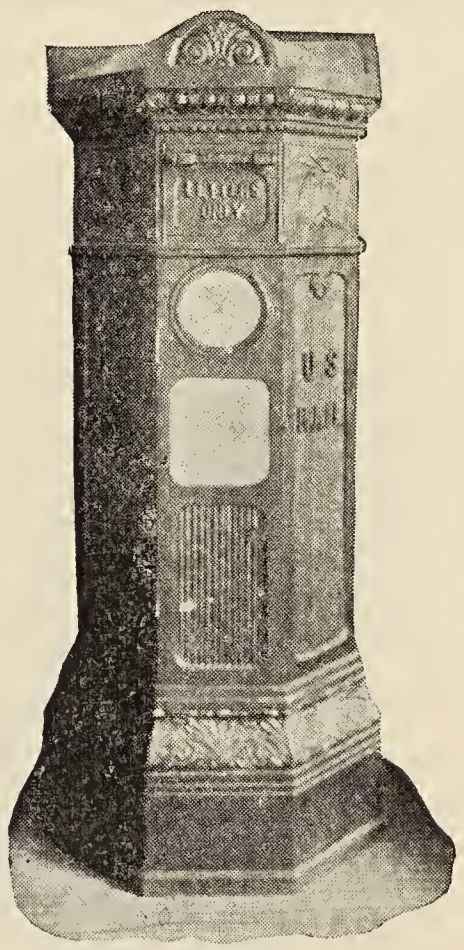


ANOTHER MAIL DELIVERY CART USED IN CHICAGO.

The street letter boxes in use by the Post Office Department are selected after open competitive bidding for a contract term of four years; but during that time the contractor is obliged, if the Department sees fit to ask it, to make improvements which seem to be of value. The box at present in use is considered clumsy and expensive by many, but it was selected from one hundred and forty designs as the best. There is no doubt that the recent competition among some sixteen hundred designs for house letter boxes, which was in progress under Postmaster General Wanamaker's direction for two years to find the best collection and delivery box,

has drawn much attention to the defects of the street letter box. The old letter box used to have a slot in the end. In the new box the mail is dropped, as is well known, through a tray which opens down at one side of the top. But persons may be seen almost any time looking for the old slot at the end and wondering whither it has disappeared.

A year ago, perhaps, a clever fellow came to the Department with an estimate that the present United States mail system is responsible for one half of all the lies that are told; for, said he, when a man neglects to write to his dear lady, or a husband neglects to write to his dear wife, or an impecunious young man to his dear tailor, it is the custom for him to picture himself the pink of punctuality and to lay all the blame upon the mails. The clever fellow declared that a business man with a golden opportunity wanted him to become a partner in a scheme. He wrote a letter accepting the business man's proposition. He wrote the letter on Tuesday morning. The man sailed on Wednesday morning for Europe. He should have got the letter Tuesday afternoon, but he did not get it at all until he returned from Europe. The man had made arrangements in the meantime with another partner, and they made $5,000,000 together. The delay had been in the street letter box. The nickel-in-the-slot machine came out about that time, and the "check-on-liar" machine was soon devised. It is five feet six inches in height and two feet in diameter, and is meant to stand without the aid of a lamp post. There is a clock, which is guaranteed to keep correct time, on its face. Back of this clock is the "check-on-liar" device. It operates after the fashion of all slot machines. The letter, falling in the slot, is stamped, and one knows where the letter was posted, the number of the box in which it was posted, the date of the month and the time of day and the year. The box is cumbersome, is useless, perhaps; but it is thought by many that the time when all



CHECK-ON-LIARS LETTER BOX.

mail matter is dropped will yet be recorded mechanically, so that more and more, all through the service, the exact responsibility for delays may be laid. With the advent of the house collection box the need of the "check on liars" is practically removed, of course.

There are funny things always coming to light with regard to the peculiar uses to which street letter boxes are put. An Indianapolis lover who was rejected by his sweetheart set fire to the contents of a letter box to prevent his rival from receiving favorable attention to a proposal. There are circumstances just as funny illustrating the uses to which the boxes are not put. A rural visitor in New York succeeded in causing a great stir in the neighborhood of Fourth Avenue and Twenty-Fourth Street. He wished to open up communication with home and accordingly prepared his letter. Instead, however, of putting it in a letter box, he opened a fire alarm box. The reply was prompt, unexpected and startling.

A common, and yet a curious thing, is to find pennies, sometimes in large numbers, dropped in the ordinary street letter box. Very often a person wants to mail a letter and has not a stamp at hand; what more simple than to drop a letter, along with a couple of pennies, into the nearest box, taking it for granted that the good-natured postman will buy a stamp and go to the trouble of sticking it on. Again, a person mails a letter and remembers afterwards that he failed to stamp it, and, feeling a little doubtful about it, he goes back and drops a couple of coppers in. That would be all right if there were twice as many pennies collected as there are letters. But this is not the case. Many forget to stamp their letters and then fail to drop the two pennies into the box afterwards. So, the letters and money are brought to the post office and the pennies are carefully preserved and eventually transmitted to the Department. A Washington carrier once collected $6 in three months in this way.

There is more praise for the reliability of the carrier. And here it is: A Western lady complained to her postmaster that when she asked her carrier to take fifty cents to the post office and buy stamps for her he refused.

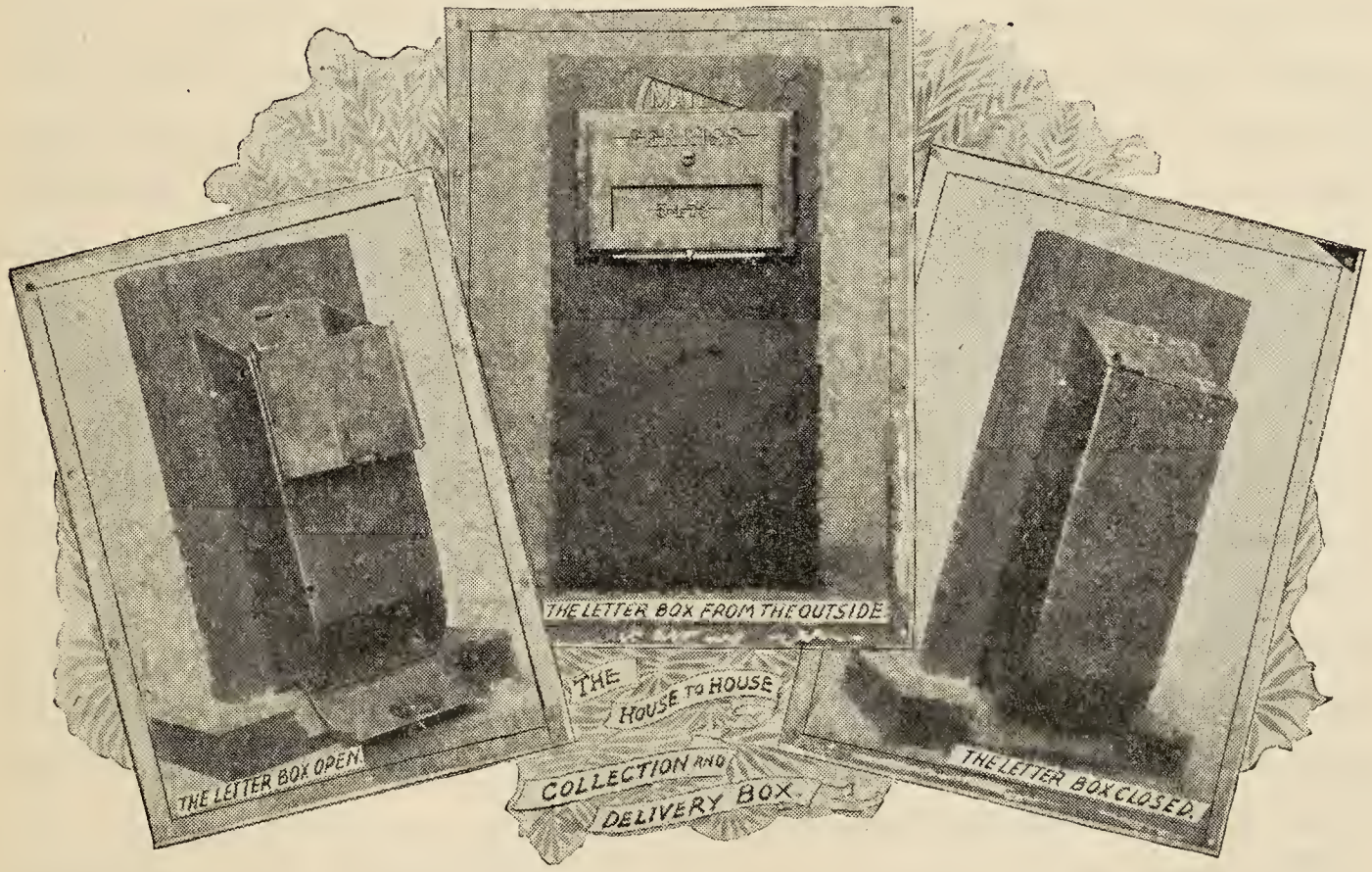
"There is no law to compel the carrier to bring you stamps, madam," said the postmaster, "but I am sorry he was not obliging enough to do it without being compelled."

The incident gave the postmaster an idea. He thought: "If we get our house door collection box, why can we not have an arrangement whereby people can drop a certain kind of envelope in the box enclosing money for stamps, which the carrier can bring back from the office on his return trip and drop in the box like any mail matter?"

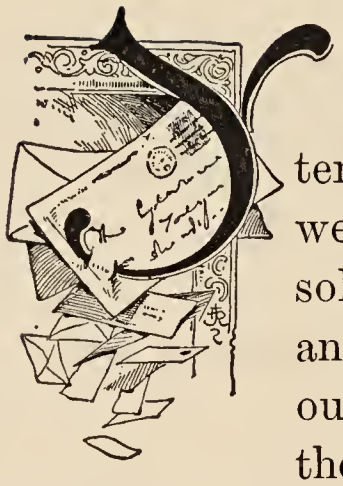
"What's to prevent the carrier from pocketing the money and saying he never got it?" was asked.

"Nothing," replied the postmaster with the idea. "But what's to prevent the carrier from opening any letter? It is possible to go on the theory that every man is a thief until he is proved honest, but isn't it better to suppose every man is honest till he is proved guilty?"

It is a feature of the house collection system that stamps may be obtained in this convenient way.



DEAD LETTERS AND LIVE ONES.



YEARS ago, in one of the leading periodicals, a highly imaginative writer depicted the Dead Letter Office in the most sombre shades. The clerks were described as performing their duties with the solemn deliberation of a funeral director, while gloom and silence reigned with oppressive weight throughout the shady domain. In the good old days "befo' the wah," when the postal system was less than half as large as it is now, the work per capita in this office was doubtless less exacting. To-day the Dead Letter Office is by no means a dead-and-alive place, but the busiest bureau of the entire Department. Many of the clerks, notably those at the opening table, are in the habit of measuring off their work by the clock, that not a moment may be wasted. The force of the office had not for several years been large enough to do its legitimate work without extra effort and occasionally extra hours of service; but now the work is always practically up to date, with no increase in the number of clerks, — the natural result of careful supervision and a high degree of individual efficiency. Certainly no more earnest and faithful body of employees can be found in the public service than the one hundred and seven clerks of this office. Three have been connected with it more than thirty years, Mrs. A. K. Evans, the first woman appointed in this bureau, Mr. A. F. Moulden, for many years in charge of the inquiry branch, and "Brother" D. S. Christie, a veritable father in Israel.

The total number of errors in the transmission of mail matter in the United States is very small compared with the correct deliveries (for letters alone in the ratio of about one to three hundred and twenty-five); yet so long as the blundering public make voluntary contributions daily to this office of over 20,000 letters and packages,

just so long will it be necessary for the Government to "exercise paternal functions" in the correction of those blunders, nine tenths of which are made by the people themselves. If those who use the mails would only be careful to observe a few simple requirements, trifles in themselves, but in the aggregate of vast importance, the work of the Dead Letter Office would soon be greatly reduced. If all letter writers would take the simple pains to place their names and addresses upon the envelopes, there would be few undelivered letters. Cultivation of the habit of scanning the address of the letter after it has been written would prevent nine tenths of the mistakes due to deficient or erroneous addresses. It is purely a matter of business habit and the remedy is the simplest. This habit would at least correct one absurdity, viz., the annual receipt by the Dead Letter Office of about 33,000 letters bearing no superscription whatever, most of which are written by business men and contain enclosures of business value. There is no law or regulation to compel affectionate relatives to put their full names and addresses at the close of every letter, but if they would do this there would be a million and a half more letters restored to their owners every year.

It is a mistaken idea, though a natural one, that the Dead Letter Office deals with dead letters only. All undeliverable letters fall into two classes, unmailable and unclaimed. The former, comprising about ten per cent., are not dead letters at all, but thoroughly alive, having never left the office of mailing until sent to the Dead Letter Office; that is, they were not sufficiently prepaid, or were so incorrectly, insufficiently, or illegibly addressed that their destinations could not be ascertained. These unmailable, or "live," letters are always sent to the Dead Letter Office with a list, which is carefully verified as it passes from one clerk to another. When possible the addresses of misdirected letters, both foreign and domestic, are corrected by interesting processes, to be described hereafter, and forwarded to destinations unopened. The larger number, however, are opened and subjected to the same treatment that dead letters receive. In the general disposition of all opened letters, whether unmailable or unclaimed, the first care is given to letters containing matter of value, all of which are properly classified and carefully recorded, with the view of supplying the necessary data with which to respond to future inquiry. Thus, in a single year, the office receives and

disposes of letters containing money amounting to nearly $50,000, ninety per cent. of which, without unnecessary delay, reaches the hands of the owners. Postal notes and negotiable paper of various kinds aggregate nearly two millions and a half annually, while the number containing various articles of merchandise, photographs, postage stamps and miscellaneous papers is, of course, vastly greater.

The second class of undeliverable letters, the unclaimed, or "dead," comprise those letters that, being properly prepaid and legibly addressed, reach the office of destination, but are not taken out by addressees, although thoroughly advertised for the usual period of fifteen or thirty days, according to the size of the office. These letters are forwarded to the Dead Letter Office with the words, "advertised" and "unclaimed" clearly stamped upon every envelope. This broad distinction of unmailable and unclaimed applies equally to packages, and in short to every form of undeliverable matter, excepting that which bears the address of the sender with or without special request for its return.

The Inquiry Division is admirably conducted by Mr. Ward Burlingame, who was private secretary years ago to four western Governors and two senators, and one of the prominent newspaper men in Kansas. The general purpose of the Dead Letter Office is to deliver to owners, as promptly as possible, all valuable letters and parcels received; so this division, though the smallest in clerical force, is of the first importance to the inquiring public, for here are conducted the correspondence and other business relating to missing mail matter. All applications are classified and recorded by a system of double entry, so to speak, one record making especially prominent the name of the applicant, while the other record begins with the name of the addressee, both entries giving the nature of the missing matter and the general character of the application. The applicant is, of course, promptly notified that his inquiry has been received and will have the necessary attention. Fully one half of the applications fail to give all the particulars indispensable to an intelligent search. Dates are frequently omitted, the character of the enclosures is imperfectly or not at all described, sometimes even the complete address of the letter or parcel sought for is omitted, and more frequently there is a failure to state whether the

missing letter contained anything of value or not. Accordingly, a circular with searching questions, together with a leaflet containing useful information, is sent to the applicant, who learns that only letters containing valuable enclosures can be traced. All other letters not forwarded are opened and returned to writer, or, where the addresses of the writers are not given, are destroyed. Whenever it is shown that the letter or parcel inquired for contained matter of obvious value, and all other necessary data are furnished, search is made in the particular division to which this matter has been properly distributed. If the missing letter or parcel has already been treated and disposed of, this fact, with all necessary particulars, is communicated to the applicant. When no satisfactory information can be found, and a loss is clearly shown, the case is then referred to the Chief Post Office Inspector for final treatment, and the applicant advised to this effect. This, of course, closes the case in its relation to the Dead Letter Office. By far the larger portion of the extensive correspondence necessary to the transaction of this business is conducted by means of printed circulars and notices, variously modified as conditions may demand. There are, however, many exceptional cases, in which no printed form is found adequate, and therefore a large number of written communications are necessary. In correspondence with the postal administrations of foreign countries, and generally with individuals residing abroad, written communications are frequently employed.

The Opening Division, Mr. C. P. Bourne, principal clerk, has only twenty clerks; but it receives, assorts, counts, opens and otherwise disposes of an average of 18,000 letters and parcels every day. This immense quantity of unclaimed mail from 68,000 post-offices, in weekly or monthly returns, finds its way first to the passing table, where third and fourth class and foreign matter (and occasional errors of careless postmasters) are rapidly separated, and the dead letters are counted, tied up in bundles of one hundred each, and passed to the opening table. This is a long table, subdivided into eight sections, each amply supplied with pigeon holes and other conveniences, and always furnished every morning with a formidable pile of dead letter bundles just received from the passing table. The "letter-rip" division, as it is sometimes called, attracts much attention from visitors. Here, and at the unmailable

opening table near by, are the privileged few out of 65,000,000 American people who can legally open and search into other people's letters; and yet this liberty is subject to certain restrictions for absolute safety. These clerks may not be entirely dead to the sin of undue curiosity, but the volume and exceedingly monotonous character of the work would leave little time or inclination for cultivating any closer familiarity with these letters than is absolutely necessary to the proper discharge of duty.



THE DEAD LETTER OFFICE MUSEUM.

The activity required of each clerk to open, examine, record valuable enclosures, and otherwise dispose of over 2,000 letters in about six hours, though not particularly obtrusive, is sufficient to attract much interest. Most people in opening a letter hold the envelope face down and sever the end with knife, finger, or scissors. This slow process is discarded the first day at the opening table. By one stroke of a keen blade the envelope is cut open lengthwise, under the flap, and, the knife still in hand, the letter is taken out, every fold carefully examined for possible enclosures and treated

accordingly. Thus, if any enclosure of obvious value is found in a letter, it is carefully recorded and separated from the ordinary letters for special treatment. If money is found, the amount is endorsed on the envelope, together with the date, name of opener, etc., and the same sum also entered, with name of addressee, in a small account book. The money itself, with the letter, is replaced within the envelope and turned in to the clerk in charge, who in turn, after having made proper record, transfers it to the Money Division for return to owner where possible. When nothing is found of sufficient value for record the envelope is placed within the sheet for possible aid to the address, and piled up with others of like character, to be carefully tied into a bundle labelled with the date of opening, name of opener, and number of letters, which is, of course, the original one hundred, less the eight or ten valuable letters taken out. These bundles are sent to the Returning Division for final treatment. Enclosures of obvious value, besides money, are money orders, postal notes, drafts, deeds, wills, mortgages, photographs, receipts, certificates, legal papers, postage stamps (if of the value of more than one two-cent stamp), small articles of property, etc., all of which are carefully recorded and returned to senders or delivered to parties addressed, as far as practicable without application.

The general character of these enclosures remains about the same from year to year except in what used to be a very conspicuous item, namely, lottery tickets, the receipts of which have decreased in the past three years from over a thousand a month to a monthly average of fifteen. So much has been done in the past few years towards improving the general efficiency of the postal service that as a natural result actually less undeliverable matter was received at the Dead Letter Office during the year ending June 30, 1892, than for the previous year, although the volume of postal business had increased eight per cent., and the blundering public sent in its usual increased percentage of errors. Three years ago the increase of mail matter received at the Dead Letter Office was five per cent., two years ago four and three fourths per cent. Six, five and four years ago, respectively, the increased receipts were five, eleven and sixteen per cent.

This gratifying exhibit is largely due to a very successful campaign of education. Two years ago a circular of suggestions to the public

was carefully prepared by the Dead Letter Office and sent to all the postmasters, through whose personal efforts it was published generally (and very generously) by the local press of the country. As aids to better delivery postmasters were encouraged in the work of compiling supplementary directories. One postmaster prepared a delivery directory of 18,000 names in a town where the latest general directory contained the names of 4,000 persons only. About a year ago the Dead Letter Office issued an enlarged edition of a very useful street directory, containing nearly 800 pages of valuable information, systematically arranged, concerning the names and extent of numbering of all the avenues, streets, alleys, etc., in all the 474 towns where the free delivery was in operation when the book was published. Every postmaster of a free delivery office is supplied with a copy of this work for use in correcting the addresses of such letters and parcels as may reach his office, though evidently intended for delivery elsewhere, and the practical utility of this directory has been repeatedly demonstrated in the largely increased number of the deliveries.



VALENTINES AND OTHER PRESENTS.

There is something about what is technically known in the postal service as a "dead" letter that impresses an observer with a sense of duty well performed. Such a letter has been forwarded to its destination fully addressed, the postmaster has used every effort to find the addressee, it has been properly advertised, marked "unclaimed," as required by the regulations, and, failing of delivery, is sent to the Dead Letter Office ready for the knife of the opener. No such feeling of resignation can surround the letters handled in the Unmailable and Property Division. Hither the carelessness of letter writers sends thousands of letters lacking in address or postage, and before the deadly opening knife is brought into requisition all known devices are used to deliver them unopened to their owners.

For convenience all advertised dead letters are sent to the Opening Division for disposition, and all that are not advertised at the post offices to which they are directed, except registered letters, are sent to the Unmailable and Property Division, Mr. Charles N. Dalzell, principal clerk. The last-mentioned letters comprise, in addition to "held for postage," "foreign short paid," "misdirected," "unaddressed" and "fictitious" letters, those which have been addressed to the care of hotels, colleges, or public institutions; and being unclaimed by the addressees they are returned to the post offices of origin for restoration to the senders. These so-called hotel letters are not advertised because the unclaimed ones are usually addressed to persons only temporarily stopping at the places of destination and an advertisement would not, therefore, assist in delivery. Postmasters are required to send all letters not advertised to the Dead Letter Office, accompanied by lists giving a description of each and the reason of its non-delivery. These lists are carefully verified and are used as records of the contents or disposition of the matter which is enclosed with them.

Take unadvertised letters in the order named. It is of interest to note the many causes of failure to deliver them and the careful treatment accorded them before an attempt is made to deliver them to the senders. If a letter is deposited in the mails, addressed to a post office in the United States, and no stamp has been affixed thereto, the postmaster at the mailing office is required to stamp it "held for postage," and to notify the person to whom it is addressed that on receipt of the necessary stamps it will be forwarded. It is

then placed on file for a length of time, limited by the regulations, to await a reply. If no remittance is received, the letter is listed and sent to the Department stamped "unclaimed." Many of these letters are addressed to well-known business concerns that practically refuse to receive mail matter on which postage is due, while some persons engaged in a fraudulent business, such as the "green goods" swindlers, resort to the practice of depositing unpaid letters, hoping



THE OLD OFFICIAL RECORD OF VALUABLES RECEIVED FROM 1776 TO 1787; MEDALS, MINIATURES AND MEDICINES.

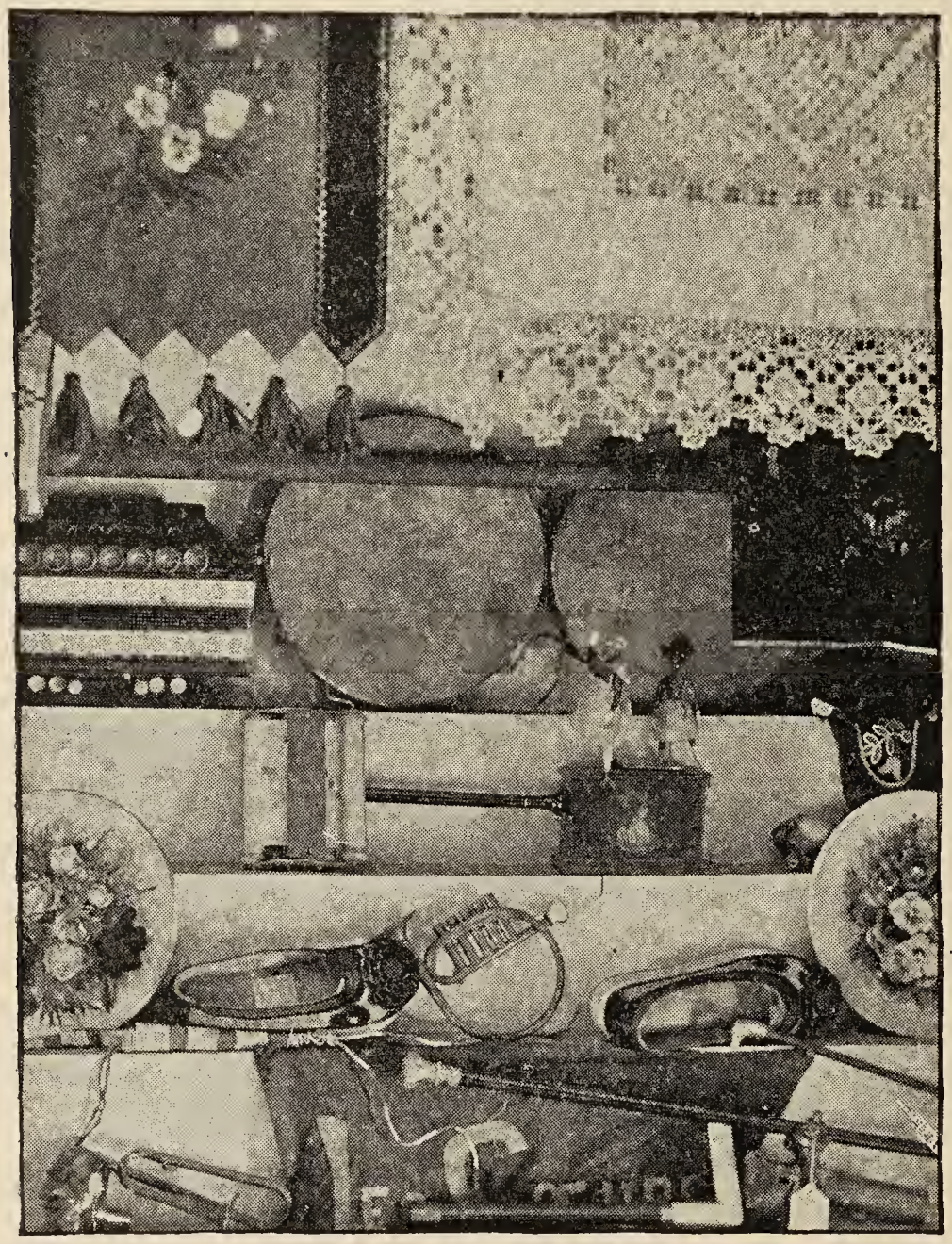
their victims will pay the postage due. Nevertheless, there is something about a letter properly addressed, lacking only one thing essential to its delivery — a stamp — which may well cause some feeling of hesitancy before it is subjected to the knife.

It will be observed that unpaid letters, addressed for delivery in the United States, are called "held for postage." If, however, an unpaid letter is mailed, addressed to a foreign country embraced in the Universal Postal Union, it is not detained, but forwarded to the country addressed, charged with double the deficient postage.

If the country addressed is not in the Postal Union, and no stamp has been affixed, it is called a "foreign short paid" and sent to the Dead Letter Office at once to be opened. The exceptions to this rule are letters directed to Canada, for, although letters addressed to that country are assimilated generally with letters in the domestic mails, yet if the persons addressed were notified by the postmasters throughout the country, the reply would in most instances be accompanied by a foreign postage stamp, not available by the postmasters in payment of postage. To assist in the delivery of unpaid Canadian addressed letters the Dead Letter Office classifies them as "foreign short paid" and notifies the addressees of their detention, an arrangement having been made with the Canadian postal administration for the reciprocal exchange of stamps collected from this source.

Under the title of "misdirected letters" are included all letters upon which the postage has been paid, but which are so illegibly, insufficiently, or incorrectly addressed as to prevent their prompt delivery. Little does the writer know when he omits to add the name of the state for which his letter is intended, or, naming the state, gives the name of some hamlet or locality not honored with that title in the Postal Guide, how much work he entails on the postal service. Still more troublesome is the man who, in the hurry of the moment, addresses his letter so illegibly as to require trained experts to decipher the directions. The tired, overworked railway postal clerk puzzles his brain with these letters before they are consigned to his assortment of "nixies" for division headquarters. The "nixie" clerks at the post offices examine Postal Guides and bulletins to complete what negligence has omitted, and although they deliver many thousands of incorrectly addressed letters, nearly half a million are sent annually to this division as undeliverable, because "there is no such office in state named," or they are "insufficiently addressed" or "illegibly addressed." To be sure, they are only sent in when trained employees have failed to ascertain their destination; but still one more trial must be made before their contents are examined. To this work are assigned women peculiarly fitted by quickness of perception, education and long experience finally to revise the work of others who have tried in vain to correct the mistakes of the senders. Two women in the Unmailable and Property

Division secured the delivery last year of over 55,000 of these letters, unopened, to the persons for whom they were intended. Consider the work involved. A letter is addressed to a person in "Beardstown, Pennsylvania." There is no office of that name in the state. There is a place locally named "Bairdstown," but it is not a post office. The expert forwards the letter to Blairsville post office, where it is delivered, for Blairsville is the nearest post office to Bairdstown, which, in this instance was misspelled "Beardstown." All this work is done to preserve letters inviolate and deliver them to owners in the condition in which they were mailed. The corrections are not only made on the letters themselves, but the entries on the lists are corrected to correspond, so that record may be had of the disposition of each letter thus forwarded.



MUSICAL INSTRUMENTS, BANNERS, ETC.

Over 30,000 letters are received yearly in the Unmailable and Property Division and entered under the heading "without address." They are not all, however, simply letters in envelopes bearing no directions, but include packets containing money found loose in the mails. Almost equally as careless as the man who forgets to place any address whatever on the envelope of a letter when it is posted is the one who puts copper, nickel, silver, or gold coins in a frail

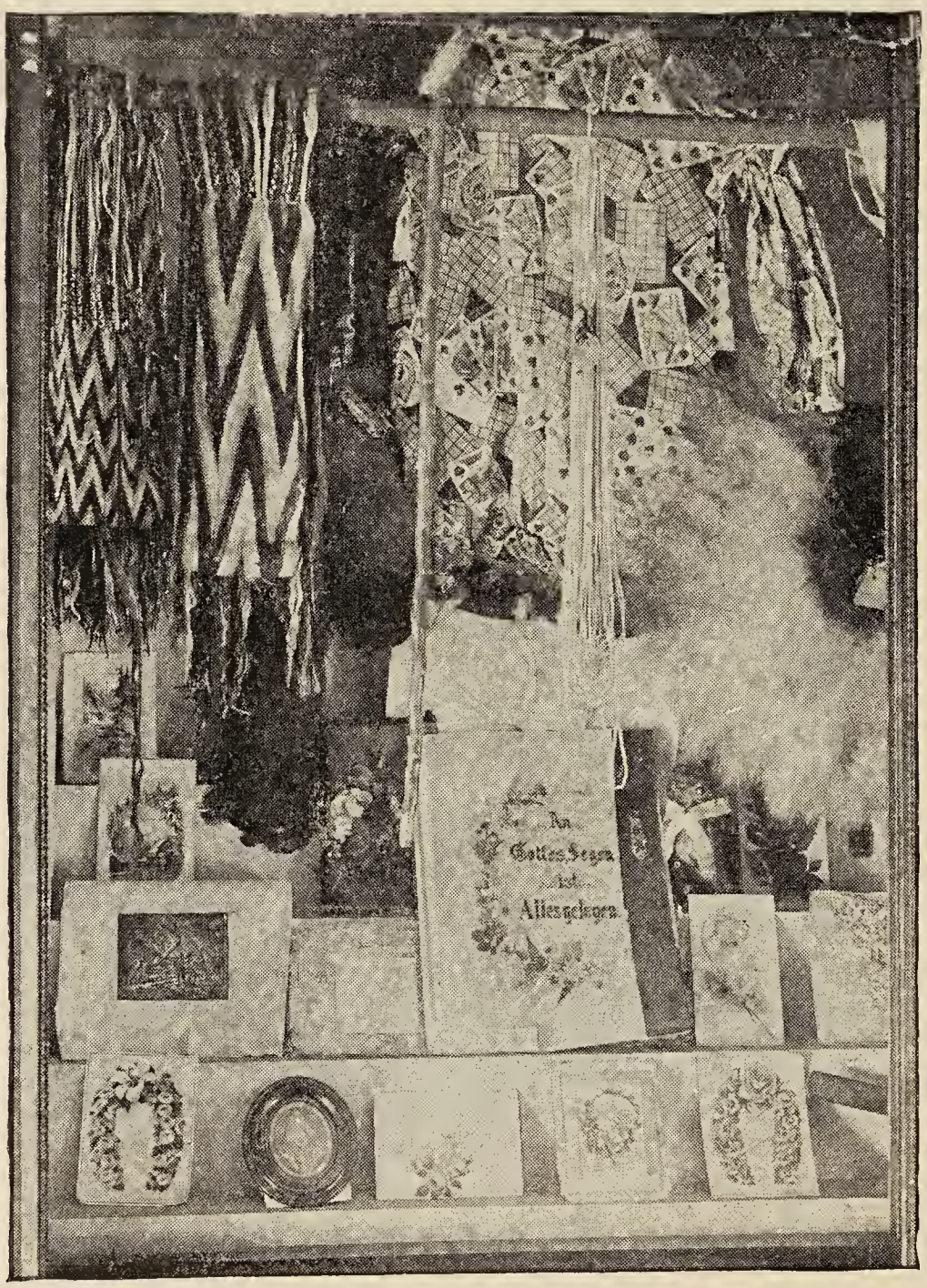
wrapper and consigns them for dispatch in the mails. Of course the coins cut the envelopes and drop out, some of them in the post-offices, and others in postal cars. Then often follow accusations of dishonesty or incompetency against employees of the service. This loose money is received in this division accompanied by little slips telling where and when it was found.

Of fictitious letters there is a great variety, from those received at Christmas-time written by some sweet little believers in the good old superstition and addressed to "Santa Claus," to the man who wants to meet an honest friend to tell him how to get rich at the expense of the Government, — in other words, the dealer in "green goods," who has assumed a fictitious name for evil purposes. There are others simply addressed to initials, without box or street number. These cannot be delivered because the addressee cannot be identified.

The undeliverable parcels received at the Dead Letter Office (and they are all sent to the Unmailable and Property Division for treatment except those originally registered) furnish a very fair sample of what the postal service carries for the million at reduced rates of postage. They embrace a most curious aggregation of almost everything. Business and sentiment run side by side. The whole range of domestic life finds full expression here: tiny little socks, delicately colored and ornamented; the juvenile necktie and the message-bearing valentine; the jewel box with its engagement ring; wedding cake in fancy boxes; infant's apparel again; soothing syrup; cholera mixture; little shrouds; coffin plates inscribed "at rest"; flowers from a grave, — all come here when misdirected, unclaimed, with postage unpaid, without address, or not prepared for mailing in accordance with the regulations; and there are packs of playing cards, dice, gambling devices, instructions how to swindle, bichloride of gold, and pocket knives, samples of cloth, electrotypes, surgical and dental instruments, to say nothing of live toads, snakes, beetles, or tarantulas. Here may be found the unpoetic washboard; the capacious travelling sack; the hat box; the merciless accordeon; glass bottles and vials filled with every conceivable concoction; photographs, probably the grossest of libels; a stuffed alligator from the sunny South; objects given up by the sea from the wreck of the Oregon; fire crackers; fancy work of various

descriptions, wrought with patient assiduity by the tender hands of loved ones, perhaps long enrolled with the dead.

The employees become quite indifferent to the sentimental value of the matter handled. The bundle of old letters tied with a ribbon is examined for the usually present finger ring and the last note bearing the address of the sender and saying, "I return herewith your letters; all is over between us," with as much business-like nonchalance as the sample of yarn or cloth and the message, "Will furnish these at so and so." The pair of woolen socks that "dear old mother knit for absent John" attract no particular attention; rather will the clerk pause for a second to tickle the horned toad from Texas found in the next packet, just to see if it is alive. Here the "fads" of the day may easily be recognized, — the decline of the bustle in popular favor and the advent of suspenders for womankind; the jewelled snake as an ornament, following Bernhardt's "Cleopatra," only to give way to packets containing pins and rings made into bow knots or lover's knots. In books a deluge of "Ben Hurs" and "Robert Elsmeres" is followed by thousands of the paper-covered kind.

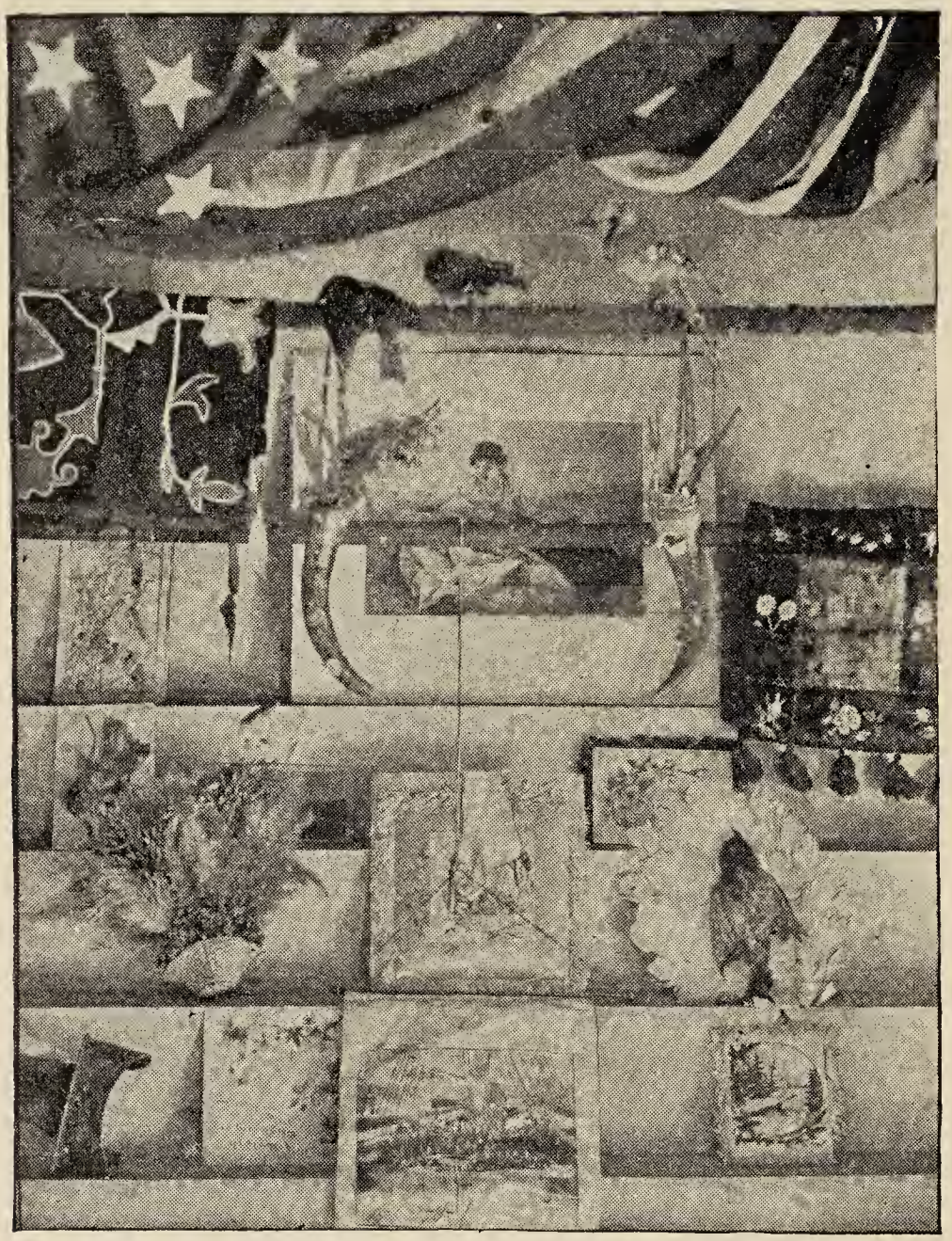


A CORNER IN ONE OF THE CASES.

All parcels of merchandise are received in this division accompanied by lists giving their full address, or, if they are without address, a brief description of their contents. The parcels and lists are numbered to correspond after the entries are verified. These numbers serve to identify each package with the records, as the lists are sent to the recording clerks, where they are entered in books indexed under the initial letter of each surname. The clerks engaged in the treatment of merchandise are furnished with sheets giving the number of the parcels delivered to them in numerical order. Their duties are to examine each package to ascertain the reason for its detention or non-delivery; to write a full description of the contents on the sheets furnished them; to send the proper notice of detention either to the person addressed or to the sender with the request for a remittance sufficient to pay postage for the return or forwarding, and to send all parcels for which these notices have been sent and all which are to be placed on file because no clue to ownership can be ascertained, to the store rooms of the office to await reclamation. The sheets, endorsed with the number of each notice and the necessary descriptions of contents, are then delivered to the recording clerks for proper entries opposite their corresponding numbers on the records.

If the varieties of causes which render parcels undeliverable are considered, some idea may be had of the necessity of good judgment, intelligence, and a thorough knowledge of the postal laws and regulations on the part of these employees. A large part of their work consists in treating parcels which senders have attempted to mail as gifts to friends residing abroad, without first ascertaining the rules and regulations to which such matter is subjected by the postal conventions. If it were generally known, that aside from printed matter, articles sent as gifts cannot be forwarded to foreign countries unless the postage is fully prepaid at the rate applicable to letters addressed to the countries of destination, or that, where a parcels post has been established with the country addressed, the technical requirements of the convention should be fully observed as to customs declaration, address of sender and payment of postage, fully 20,000 fewer parcels would be received yearly at the Dead Letter Office. Nearly ninety per cent. of these parcels contain articles not absolutely forbidden transmission in the Postal Union mails,

and the addressees are requested by circular letters sent by the employees engaged on this work to furnish the address of the senders in the United States or to return the communications with a remittance sufficient to pay full foreign letter postage. Many of these foreign addressed parcels, however, contain articles of jewelry or such as are especially forbidden transmission in the mails abroad. The addressees in these cases are asked to furnish the address of the senders to enable the office to return the parcels, or, if they so desire, to authorize them to be forwarded by express, charges to be paid on delivery. About ten per cent. of the parcels addressed to other countries are forwarded outside the mails in response to these requests.



PICTURES AND BIRTHDAY REMEMBRANCES.

By careful treatment over 30,000 parcels sent to this office by postmasters as undeliverable are annually restored to owners. There would be no need, however, for the labor involved, nor any necessity for filing the large number which cannot be delivered, if each sender would take the precaution to request by endorsement on the wrapper the return of the parcel to him in the event of its nondelivery; for while third and fourth class matter requires the payment of additional postage for its return, it will be returned upon request direct to the sender at the

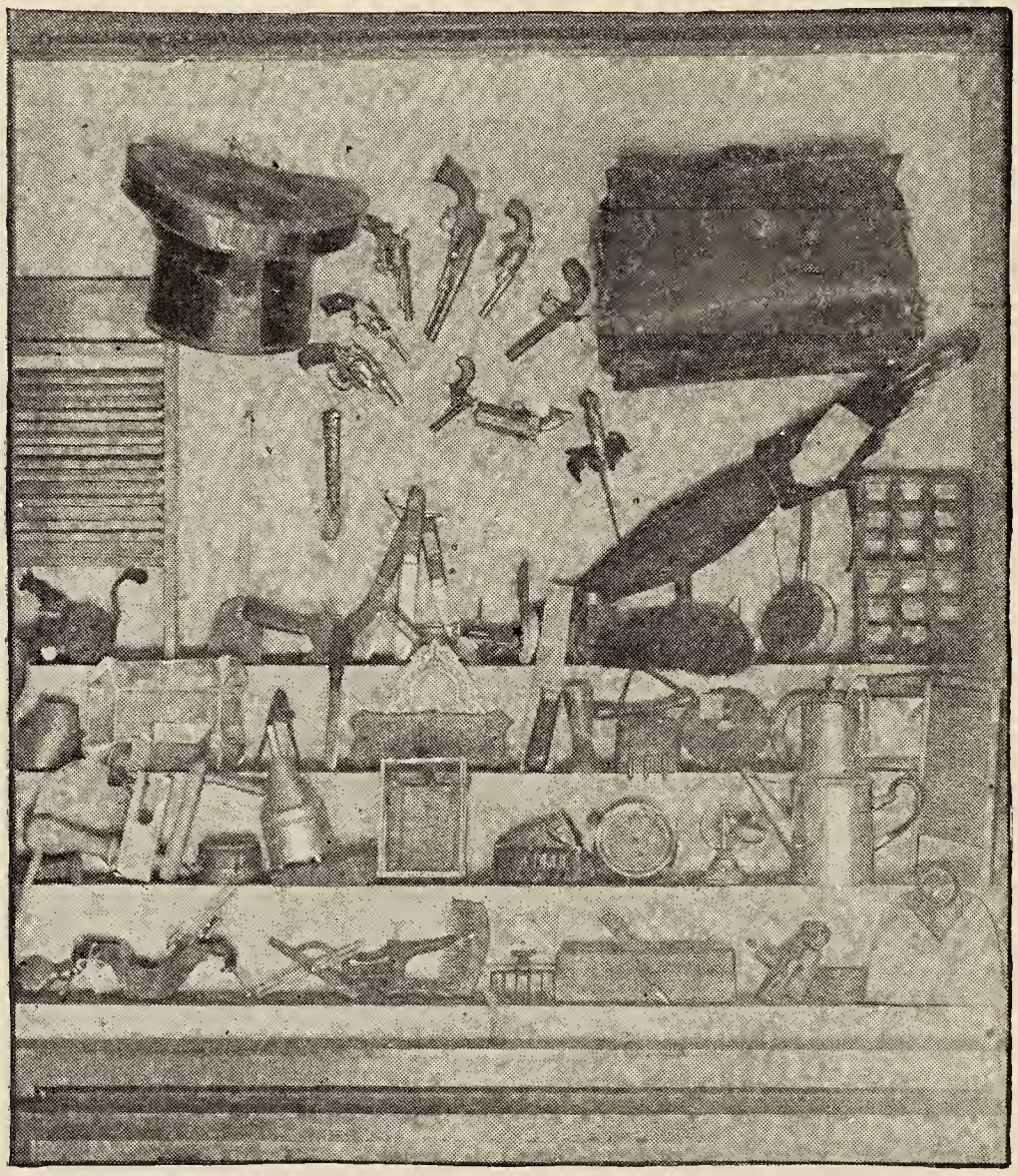
expiration of the time named in such request, or, if no time be named, at the expiration of thirty days, subject to the payment of the necessary postage.

In addition to the addressed parcels there are received at the "D. L. O." about 17,000 articles annually which have been found without wrappers in the mails. If a little less negligence were used in wrapping and tying parcels containing third and fourth class matter, there would be less cause for complaint of the loss of valuable matter in the mails. Many of the articles received were doubtless enclosed in wrappers properly addressed at the time of posting, but others were evidently deposited without any effort to wrap or direct them. A few years ago a very handsome gold watch was sent in from a Western city, with the statement that it had been found without a wrapper in a street letter box in the seventh ward of that city. The postmaster stated that the finding of this watch had been thoroughly advertised, but no clue to the owner had been ascertained. The daily papers had commented on the matter, one of them advancing the theory that a pickpocket, closely pursued by an officer, had dropped the watch in the letter box to get rid of the evidence of his crime. A rival paper, however, ridiculed the idea thus advanced, saying that it was ridiculous to presume that a police officer in that city ever closely pursued a thief; rather, knowing the peculiarities of the residents of the seventh ward, should it be supposed that some trusting wife had given her husband a letter to mail. En route for the mailing he had encountered a friend, then another friend, and yet still others, until, leaning heavily against a lamp post, with a confused idea of an errand to perform for his wife, he dropped his watch in the letter box and walked valiantly home with the letter in his pocket!

Complaints of the loss of parcels deposited in the mails are referred to the recording clerks, who, in addition to entering the address, description of contents, and disposition of all articles received, are required to ascertain from the records whether any trace can be found of the detention of parcels for which inquiry is made. If found, the complaint is endorsed with the letter and number of the entry and sent to the store rooms with notices of detention which have been returned with remittances for postage. In the store rooms the parcels applied for are taken from the file cases and sent,

with all correspondence relating thereto, to the mailing clerk, who restores them to the owners. A memorandum of this disposition is then delivered to the recording clerks, who make the proper entries.

The store rooms consist of two large apartments fully provided with suitable cases. On one side of these apartments all parcels for which circular letters of detention have been sent are arranged alphabetically, while on the other side those which furnish no clew to the proper address of either sender or addressee are similarly arranged. About 80,000 parcels are constantly stored in these rooms. It is necessary, in applications for any of these packages, that the full address of both the sender and the addressee be given, together with a description of the contents and the date of mailing, as they are recorded under the initial letter of the surname of the person addressed and entered from day to day as they are received at the office. The number on file is so large that without explicit information it is impossible to identify them, and delay in restoring them to applicants is often caused by want of sufficient data contained in applications. A case occurred recently, where a resident of a Western city applied for a missing set of false teeth. He did not furnish the exact date of mailing, and there were sent to the postmaster at his office several sets of teeth found about the time



GROUPS OF REVOLVERS; OTHER INSTRUMENTS MORE PEACEFUL IN CHARACTER.

mentioned in his application. They were all returned to the office, accompanied by an indignant communication from the complainant, stating that the teeth sent to him were "just common Texas store teeth and could not by any possibility belong to so refined a mouth as mine." With the correct dates a further search was made and the missing parcel was delivered to its owner.

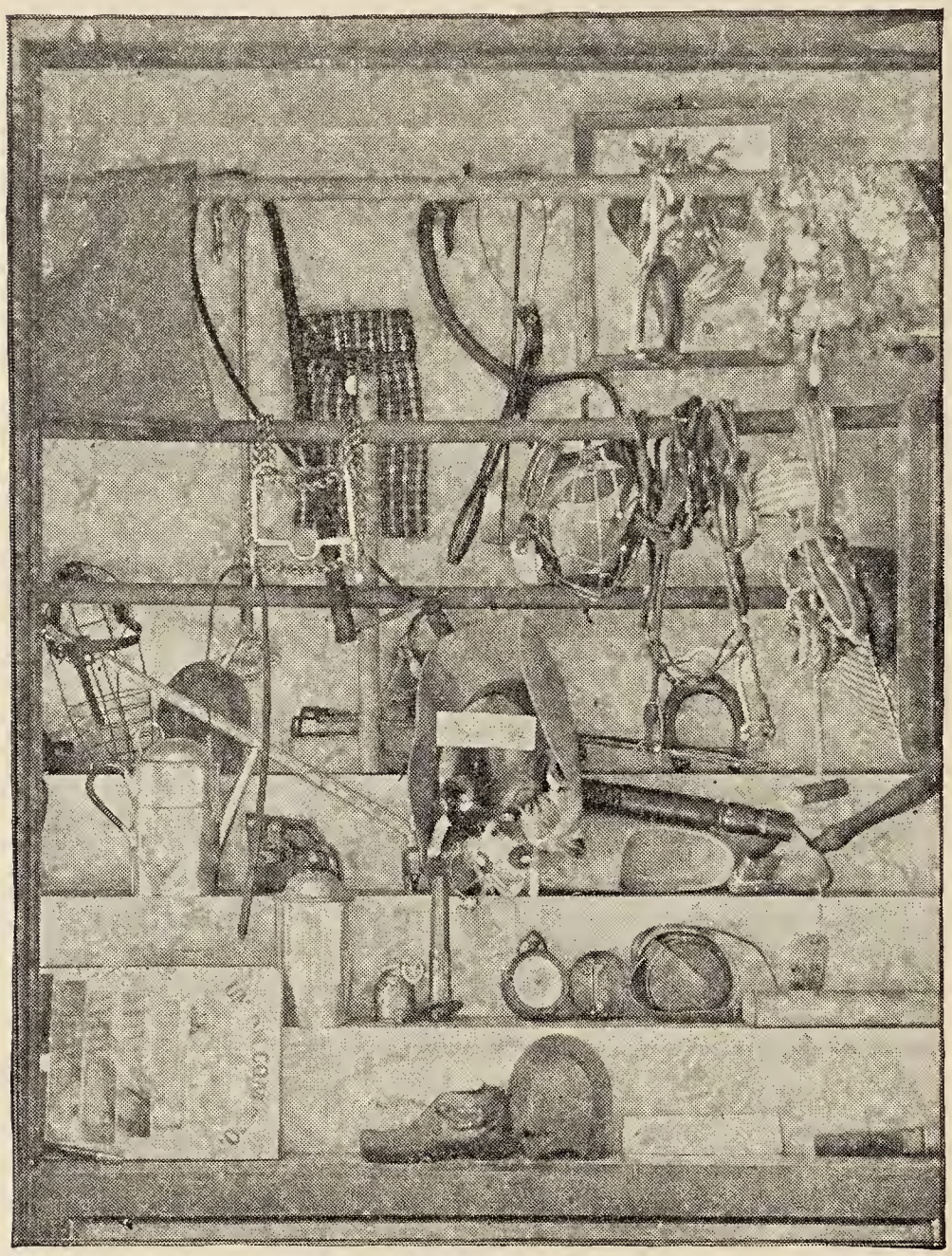
Sometimes foreign addressees, not understanding the reason for the detention of parcels addressed to them, are unjustly impatient at the delay. A few years ago a parcel containing infant's clothing, addressed to a woman missionary in Africa, was detained, and in reply to the notice sent to her of its detention, she wrote angrily:

"The child for whom these garments were intended has not yet been eaten by the cannibals, but has quite outgrown them, and they may be returned to the sender, whose address I enclose."

All addressed matter remaining in the store rooms for a period of two years, and all matter without address on file over six months, is sold annually. Many of the parcels contain small articles of insufficient value to be sold separately. Indeed, so great is the number to be prepared, nearly 45,000, and the proportionate value so small, it has been found necessary to include the contents of several parcels as originally mailed in one package for the sale, their identity being preserved, as required in the regulations, by recording their original number as entered in the indexed records, when first received. The average proceeds of each parcel at the sale are about sixty cents, and it is attempted to include articles of at least that value in each sales package. The original wrappers are removed from the parcels and new ones substituted, upon which are endorsed a brief description of the contents. This description is entered in a sales book, which is used by the auctioneer, and from a copy of the entries in this book the catalogues furnished to purchasers are printed. It has been found inexpedient to expose the contents of these parcels at the time of sale, because they consist of so many articles that, in a crowded auction mart, they would become separated and lost, while too much time would be consumed by the purchasers in examining them. The description in the catalogue is therefore relied upon to furnish sufficient information to enable a person to make an intelligent estimate of the value of what he is buying. The descriptions are made

as brief and plain as possible, but the variety of articles is so great, — ranging from plasterers' tools, plumbing materials, kitchen utensils, watchmaker's findings and jewelry, to all kinds of women's wearing apparel and men's furnishings, — that occasionally odd and humorous misdescriptions are made.

After the parcels are properly prepared for sale the government invokes the intervention of professional auctioneers, and submits its miscellaneous collection to the eager competition of bargain hunters. The sale takes place in December, prior to the holidays, and usually exhibits many of the stirring characteristics of that interesting season, when the accumulation of tokens of good-will and affection, and their proper distribution, engross so large a share of popular attention. About a week is required to dispose of the stock, and during this period the auction mart is thronged, day and evening, with good-natured but earnest people, women usually predominating, who, apparently undismayed by previous disappointments, seem to be impressed with the conviction that articles of great commercial value, or at least of superior artistic attractiveness, are included in the mass of matter upon which the Department asks them to submit their estimates. Many of the articles are confided

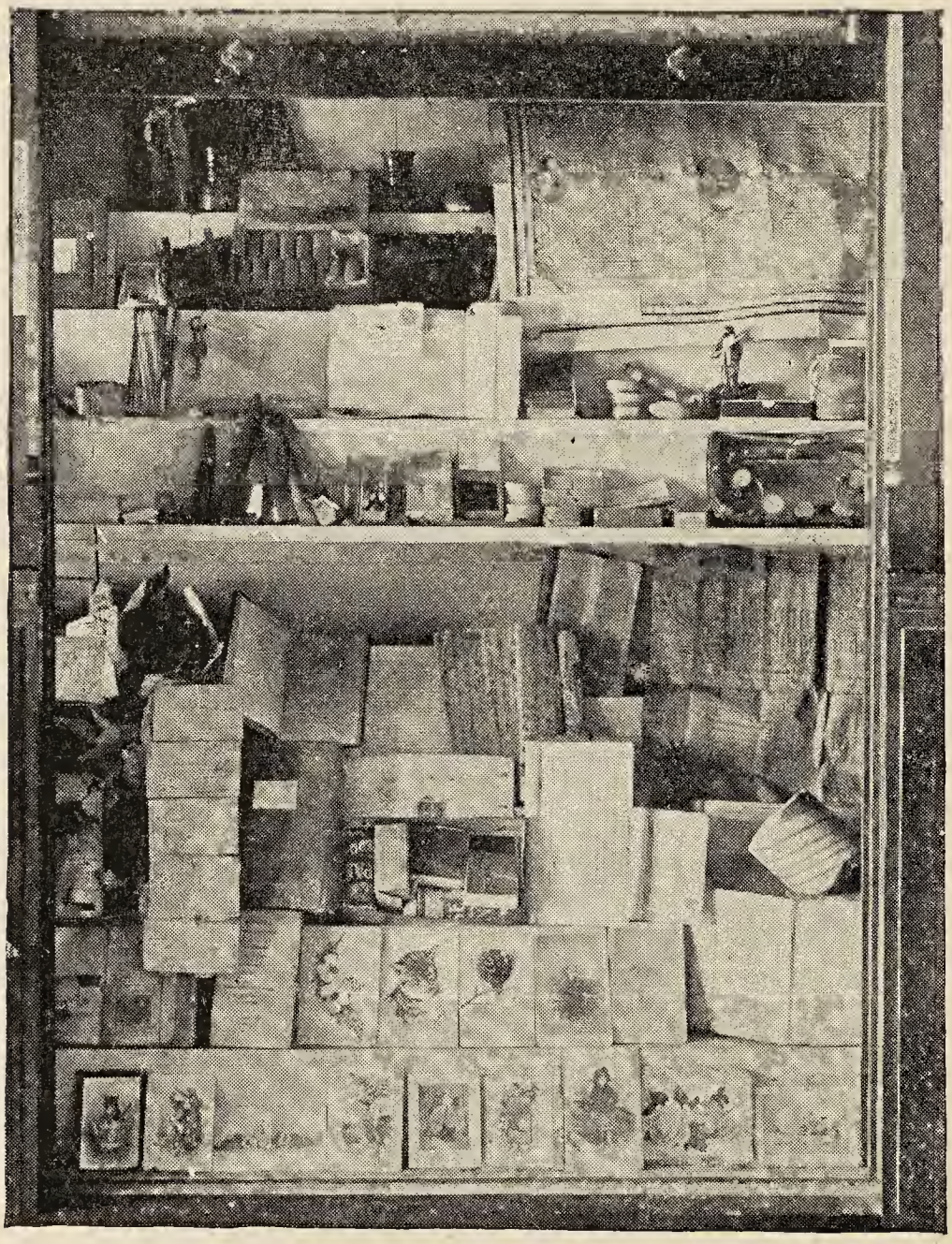


SKULL, HARNESS AND TRAPPINGS.

to the mails in a manner contravening the law, and, it is to be feared, with the express purpose of defrauding the postal revenues. The enclosure of articles with newspapers or other printed matter, without adequate postage, is the cause of a large number of failures of delivery, the offence in these cases insuring its own punishment; and in general there would be little occasion for these sales, if the public heeded the injunctions of the postal regulations.

In the Money Division, Mr. A. T. McCallum, principal clerk, are treated all letters and parcels that, having been opened in other divisions, have been found to contain money and papers of monetary value, such as postal notes, money orders, checks, drafts, deeds, etc. All of this matter is carefully verified and receipted for as it passes from one clerk to another. These letters are entered in index records for ready reference, the arrangement being alphabetical as to the initial letter of the surname of the addressee. The entry embraces a complete description of the letter, its contents, and final disposition. When the address of the writer is found, the letter is at once forwarded under cover to the postmaster, who then becomes responsible for it, and upon delivery must return a receipt for it to the Money Division. Letters addressed to foreign countries containing coin are unmailable, and find their way to this division to be returned to writer with a circular explaining the reason for detention. On the failure of a postmaster to return either the letter or a receipt at the expiration of thirty days, a circular of inquiry is sent to him. When letters that have failed of delivery by this process are returned to the office, they are still further examined for some possible clew, such as the name of a person or place where further inquiry may be made; and perhaps another attempt is made to deliver. Letters which cannot be restored to owners are kept on file for three months, when the money is separated and delivered to the Third Assistant Postmaster General for deposit in the United States Treasury. The letter is carefully filed and, with its original money contents, may be reclaimed within four years. All money realized from the annual sale of unclaimed articles is also received by this division and turned over to the Third Assistant's office for deposit in the treasury.

The receipts of the Money Division are greatly increased through the attempted fraud of persons claiming to deal in counterfeit money. Letters addressed to these dealers in "green goods" are withheld from delivery as soon as their fraudulent purpose is known, and sent to the Dead Letter Office as fictitious. A peculiarity of this class of letters is the failure of any attempt to deliver them to the writer, although they contain a considerable amount of money, the enclosures ranging from five to fifty dollars per letter. The senders refuse to receive them when they are returned to the post offices, doubtless fearing criminal prosecution. This fear is in a measure groundless, because at any time before delivery the contents of a sealed letter cannot be used as evidence against an offender in a criminal action; but subsequent to delivery, if the letter were found in the possession of the sender, bearing evidences of its having been conveyed in the mails, it might, perhaps, be used as evidence; and the fear of some such mishap may account for the failure of owners to reclaim such letters.



POLYGLOT SHEET, CONTAINING LORD'S PRAYER, SO-CALLED DYNAMITE MACHINE, ETC.

The money found loose in the mails is restored to owners usually upon recommendations received from post office inspectors who trace

and identify it as belonging to letters, the loss of which has been a subject of complaint to them. A few years ago a lady in a Western hotel gave the bell boy a package of money to pay her bill at the clerk's desk. In a moment of thoughtlessness he deposited it in the mail. It was sent to the Dead Letter Office, without address, and subsequently restored to the owner, but not until accusations of dishonesty had resulted in the bell boy's loss of employment, and in serious doubts of the integrity of the clerk. The care with which letters are handled in this division is illustrated by the frequent delivery of this class of letters to owners who have supplied the Chief Post Office Inspector with full particulars and data concerning their loss.

The following table shows the number of letters restored to owners during the fiscal year ending June 30, 1892, or in course of restoration, with the character and value of contents:

DESCRIPTION.	NUMBER.	VALUE.
Letters containing money restored to owners	16,004	$28,144.57
Letters containing money outstanding in the hands of postmasters for restoration to owners	1,600	4,761.66
Number of letters containing drafts, checks, notes, money-orders, etc., restored to owners	27,190	1,138,873.10
Number of letters containing drafts, checks, notes, money-orders, etc., outstanding in the hands of postmasters for restoration to owners	1,347	153,882.94
Number of letters containing postal notes restored to owners	2,987	4,443.23
Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners	429	676.51

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster General for deposit in the treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners	$12,423.85
Amount realized from auction sale in December, 1890, of parcels of merchandise which could not be restored to owners	3,498.33
Total	$15,922.18

All valuable enclosures of relatively minor importance to money and negotiable paper are referred to the Minor Division, in charge of Miss A. R. Thurlow. This division, with its seventeen women

clerks, disposes of all letters containing postage stamps, photographs, unsigned deeds, wills, contracts, paid notes, business papers, etc., etc., with substantially the care and system of the Money Division.

Another important work is performed. "Hotel" and "fictitious" letters, opened in the Unmailable Division, are received here, with their accompanying lists, verified, returned when possible, or forwarded, or destroyed. The disposition of the letter in every case is recorded in alphabetical lists for future reference. Blank letters, or those bearing no superscription whatever, are entered with special care to facilitate search when application is made. Held-for-postage letters, addressed to Canada, are numbered and recorded, and a circular notice of the amount of postage due is sent to the addressee. If not applied for in thirty days, they are listed and sent to the Opening Division for ordinary treatment. Other foreign short paid letters are either returned to the writer or filed, and in the latter case if not called for within one year, they are destroyed.



THE BLOOD-STAINED MAIL POUCH; CHRISTMAS PRESENTS.

This division also receives from postmasters all stamps found loose in the mails. These "shed stamps," together with the stamps found in letters that cannot be returned, are pasted upon sheets,

decorated with the cancelling brush, and turned over monthly to the stamp committee (three employees deputed to destroy stamps) to be destroyed. Canadian stamps are sent to Canada in regular exchanges for United States stamps that have accumulated there.

All unclaimed magazines, miscellaneous publications, illustrated papers, picture cards, etc., etc., are, by order of the Postmaster General, regularly distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia. The number and character of the matter distributed during the year ending June 30, 1892, were: Magazines, 2,003; pamphlets, 4,025; illustrated papers, 4,062; picture cards, etc., 5,510; or a total of 15,600. The amount of postage stamps received in the Dead Letter Office from the sources named, and destroyed under proper supervision during the year ending June 30, 1892, was $1,088.22.

The Returning Division, Miss Harriet Webber, principal clerk, originally extended over a wider jurisdiction than at present, having since transferred some of its functions to the Money, Unmailable, and Minor Divisions. Notwithstanding such reductions this branch is still the largest in the office, having on its roll, besides the chief and her assistant, thirty clerks, most of them women, a skilled employee to seal the letters, and two female messengers to collect the papers, keep rooms and desks in order, and distribute to the clerks the bundles of letters that have come directly from the opening table. It will be remembered that these packages contain ordinary letters without valuable enclosures, and often do not reach the returning desks for several days after the opening process. Each returning clerk is charged with the number of letters received, and at the close of every day reports the number returned to writers and the number of those destroyed. It is the practice to return all letters containing legible address and signature, all notices of meetings, and all wedding cards, while printed matter, business cards, and mere advertisements are thrown into the waste basket. The clerks are supplied with all the facilities for their work, such as the official Guide, directories of all the large towns, foreign directories, church annuals, lists of scientific societies, and all military and naval stations, Indian agencies, and lighthouse stations. With the utmost

care less than forty per cent. of these letters reach the writers. The average clerk will handle about seven hundred a day and return two hundred and fifty. Very swift returners will dispatch over three hundred a day, but this rate is exceptional and cannot be prolonged without undue nervous strain. It is curious to observe the large number of carefully written letters that bear no more definite address than "Your loving sister, Nell;" "Affectionately, Dick;" "Cousin Frank;" "Your devoted mother," etc., etc. Such letters, though possessing much sentimental importance, must necessarily be thrown away for the lack of proper care on the part of the writer. The intimate connection between this and the Opening Division is sometimes a reciprocal one, for, while the usual current of work flows toward the returning branch, should the openers by chance overlook anything of value hidden away in the fold of a letter, the returning clerks are sure to discover it and send it back to the opening table for proper treatment. This was the first division in the Post Office Department ever assigned to a woman.



STAR FISHES, SNAKES IN ALCOHOL, CONFEDERATE MONEY AND POSTAGE STAMPS, OLD MAIL POUCHES, CROCODILES, MINERALS, ETC.

About the Foreign Division, Miss Clara M. Richter, principal clerk, comparatively little is known by the general public. Apart from the

main office in a corner room wholly inadequate is performed a most important work, requiring a high degree of aptness and general information. Here are conducted all the mail exchanges with foreign countries, the correction and forwarding of misdirected foreign letters, all necessary translations for the entire office, and a complete system of record books, by which every valuable letter or parcel received can be quickly found and its postal history easily traced.

All matter treated in the Foreign Division is readily divided into two classes, foreign and domestic. The former consists of all mail matter of foreign origin, which, failing of delivery, is, of course, sent to the Dead Letter Office. The latter, or foreign addressed, includes all letters and parcels sent from the United States to foreign countries and proving undeliverable there, are returned to this country in accordance with existing regulations of the Universal Postal Union. Of the former class 609,747 pieces were received during the year ending June 30, 1892, and of the latter class, 293,608 pieces; a total of 902,995.

Observe the rapid development of this division since Miss Richter became its chief in 1879. Then the total receipts of undelivered matter from all sources amounted to 265,202 pieces. The countries and colonies with which exchanges of undelivered matter were made in 1879 numbered forty-seven; now there are eighty-six, besides numerous small colonies and dependencies of Great Britain, France, Portugal, and Spain, which receive their undelivered matter through the medium of the mother country. This very great difference is caused primarily by the reduction of postage to foreign countries since the formation of the Universal Postal Union, the increase in immigration, and the general development of the country. The marked increase in registered matter for Austria since 1879 is in the ratio of 5,877 to 46,830. The number of registered pieces sent to Russia in 1879 was 103; in 1892, it is 1,823; while the ordinary letters numbered 2,451 in 1879, and 53,220 in 1892. The work of this division increased rapidly during the five years following 1879, and since then its growth has been steady, but not so fast. Then it was comparatively easy for one clerk, with the occasional assistance of another, to handle the matter sent to this division for treatment. Now it requires the constant application of five clerks to do the



SPECIMENS OF BLIND READING.

work. The increase in receipts is not the only factor causing more work, since much labor has been added in the methods of treatment, such as the more careful examination of matter received, the greater efforts made to supply corrections of addresses on misdirected or insufficiently addressed matter, more elaborate records of parcels returned to country of origin, and of applications received for missing matter, more numerous calls from other divisions for translations of foreign addresses, improved treatment of card and request letters, and more thorough searches for matter supposed to have been sent to the Dead Letter Office. Records are kept of all applications for missing matter supposed to have reached the Foreign Division and of all matter found and forwarded to applicants. During the past year 10,224 letters and parcels were forwarded to corrected addresses, instead of being engulfed in the mighty stream of "dead matter."

The correction of addresses, or "blind reading," of the Foreign Division commands admiration because the usual perplexities are still further complicated in the guise of foreign superscriptions. Foreigners often adapt the sense to the sound and write such expressions as "Poniprehri" for the two words Pawnee Prairie, "Sonnguonque" for Suncook, "Chinchichi" for Kankakee, "Provenctao" for Provincetown, and "S. X., Pitsco," for Essex, Page County. Letters are frequently advertised in large cities for "Vescovo, Ill.," when no suggestion of Illinois was in the mind of the writer, but a very respectful form of address to a most reverend bishop. Another similar address is "Eveque, Monsr. Rev." Such letters come regularly to the Foreign Division for return to country of origin and are, of course, regularly forwarded to the worthy prelates for whom they were intended. An Italian, supposing that New York embraced the whole country, once confidingly addressed a letter to Chicago, New York, adding "Dove si trove" (wherever he may be found). Foreigners frequently prefer their own version to the official names of our post offices, and accordingly direct letters to "Daie Verte" for Green Bay, "Suerno Verde" for Greenhorn, and "Cayo Hueso" for Key West.

The number of ordinary foreign letters now received varies from eight hundred to three thousand or more daily. They are counted, carefully examined as to previous treatment, and if worn in transit,

officially sealed, distributed according to country of origin if found to be "dead," and returned to respective postal administrations with letters of transmittal. Third and fourth class matter is recorded if of apparent value. Ordinary printed matter, such as newspapers, business circulars and notices, is returned without record to all countries except Canada, Great Britain, Germany, Switzerland, and the South and Central American Republics, only the number sent being indicated on the letter of transmittal. Registered matter, after having been receipted for on the general registered record of the Dead Letter Office, is then examined and carefully distributed according to country of origin. The letters for each country are entered in alphabetical order, together with the original register number and the number of the Dead Letter Office record, in the books provided for that purpose. A comparison of these two records is made and a copy is sent with the registered letters either direct to the postal administration of country of origin or to the New York exchange office. The latter supplies to the Dead Letter Office all the details of forwarding, which are kept on file in this division. The foreign matter received from the Unmailable Division is treated according to its character; that is, hotel, fictitious, and lottery letters are returned to country of origin, as with ordinary unclaimed letters, while misdirected letters are subjected to the careful examination just referred to, in order to find possible owners for them on this side of the water.

The second grand division of mail matter treated in the Foreign Division is the "foreign addressed," or that originating in this country and sent to foreign addresses, and failing of delivery returns to this office. All this matter is carefully verified by the accompanying letter of transmission and the registered portion is handed to the clerk in charge of the register section. Letters bearing upon the envelope the address of sender, with or without request for its return, and those having "new address" in this country are sent under cover to the postmasters of their respective destinations for delivery to owners. All remaining letters are turned over to the opening Division as ordinary unclaimed matter. The number thus sent out averages 3,500 monthly, effecting considerable economy in time as well as clerical work, since all of these letters are saved from the opening table and possible destruction. It has proved

necessary to forward such letters under cover, because, when sent in open mail, like ordinary card letters, they are frequently sent again to first address, notwithstanding the stamp, "Return to writer," placed on each letter of this class. The receipt of all dispatches of undeliverable matter returned to the Dead Letter Office is entered in the record kept for this purpose and due acknowledgment made to the postal administration. Dispatches of this class are received weekly from Canada, England and France. The exchange offices on the continent make up semi-weekly dispatches, but do not send letters of advice with them. Italy, Portugal and Spain send at irregular intervals. Mexico may send unclaimed matter twice a day for a week, and then postpone further operations for a month. The Pacific colonies send regular monthly returns, while the South American Republics send whenever the accumulation of unclaimed matter is sufficiently large.

Among the many notable exhibits in the national capital there is, perhaps, no room of equal size that contains so many curious and interesting articles as may be seen in the Dead Letter Office museum. With the exception of two old mail pouches, carefully preserved for their ninety years of faithful service, all of the articles in the cases passed through the United States mails and were found to be unmailable, misdirected, short paid, without address, or without the name of sender. The articles have been deposited here for a two-fold purpose,— not only to interest the casual visitor, but to call attention to the unmailable character of many things thrown into the mails. A person mailing a piece of fancy work in a thin wrapper might well complain if in the same pouch were deposited a hand saw, a bottle of alcohol containing snakes, loaded pistols, dirks, friction matches, etc., which would either obliterate the address or so mutilate the wrapper as to separate it from its contents. Many of the minerals found here were addressed to foreign countries, but, being in excess of the limit of weight prescribed, they could not be forwarded unless the postage were paid at the rate of five cents per half ounce. As neither the names of senders nor the deficient postage could be secured from the addressees, the parcels were held two years and finally turned into the museum.

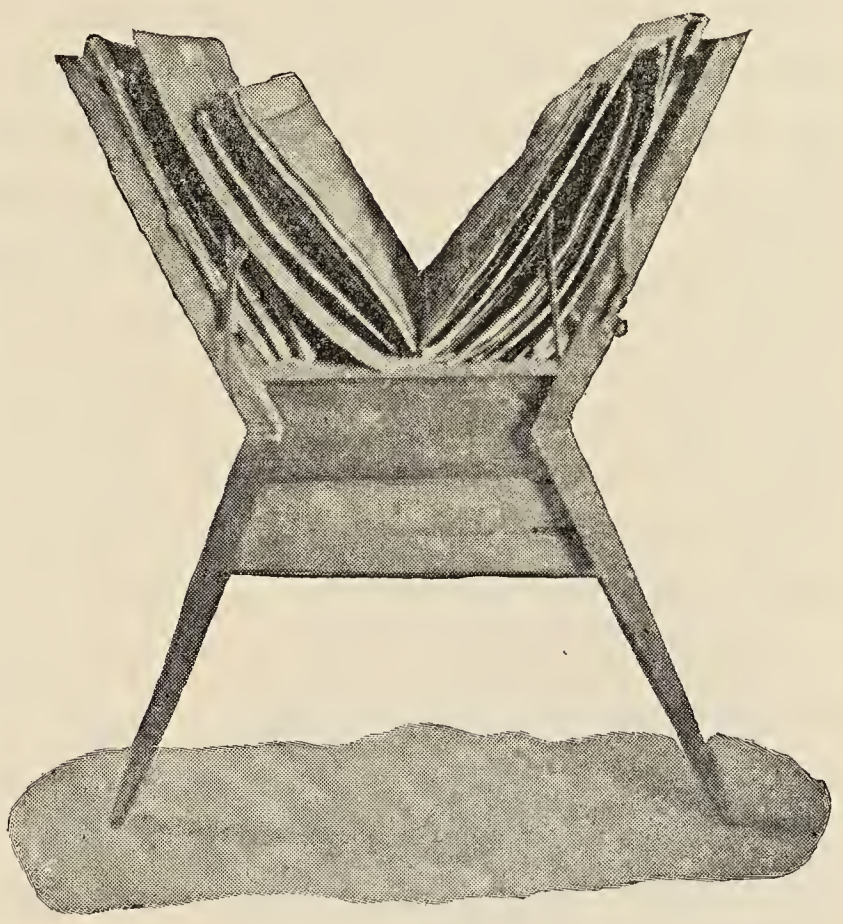
A large number of cocoons are received by the Dead Letter Office. The owners are notified of their detention, but in many cases there



A PAGE FROM THE ALBUM OF OLD SOLDIERS' PICTURES.
(The blanks indicate where pictures have been taken out and restored to owners.)

is considerable delay in responding to these notices and interesting results follow. Not long ago one of the file cases in the store room of the office was left open for a short time, when to the surprise of the clerks the room was soon filled with a swarm of large and brilliant butterflies. A box of cocoons had been accidentally exposed a few minutes to the light.

In one of the cases may be seen a large sheet containing the Lord's prayer beautifully inscribed in fifty-four languages. Just below is a piece of mechanism that the average guide delights in calling a dynamite machine, though it is really nothing but an innocent, old-fashioned bank marker. A tragic memento of the Indian question appears in a blood-stained pouch, telling the oft-repeated story of danger and death in the faithful performance of duty. A brief account of the tragedy is affixed to the pouch. On July 23, 1885, F. N. Petersen, mail carrier between Crittenden and Lochiel, Arizona, while on his return trip to the latter place, was killed by the Apaches. After murdering the carrier, the Indians cut open the pouches and entirely destroyed the mail and also two of the pouches, leaving this one bespattered with the blood of their victim.



THE ALBUM OF OLD SOLDIERS' PICTURES.

There is a large skull in the collection, which was addressed several years ago to Prof. S. D. Gross of Philadelphia and refused by him on account of the excessive postage due, as it had been sealed against inspection and was entitled to regular letter rates, which amounted to more than three dollars. A specimen of Guiteau's hair is seen with this inscription:

This contains my hair. Charles J. Guiteau.

Accompanying this was a request for the modest sum of $1,000 to aid in the compensation of his counsel. Another contribution from his pen soliloquizes as follows:

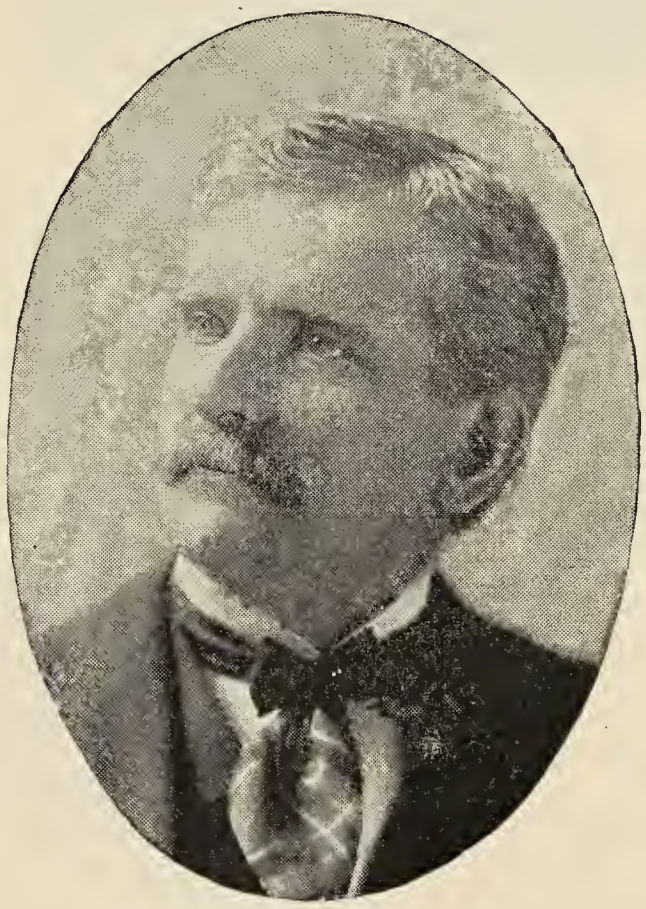
She's my darling from this day you will surely die for the murder of James A. Garfield on the scaffold high, my name 'tis Charles J. Guiteau, my name I will never deny, too leave my aged parents in sorrow for to die how little did they think while in my youthful bloom, would be taken from the scaffold to meet my fattle doom.

The eight pistols and revolvers so artistically arranged in one of the cases are described as having come through the mails, all loaded and still in possession of their deadly contents, but only one was loaded when it was deposited in the mails, and that the lowest in the group, is an old-fashioned "pepperbox" of six barrels. This was sent to a young lady supposed to be living in Springfield, Ill. Failing of delivery, it was forwarded to Havana, in the same state, and thence to the Dead Letter Office. Strange to say, in all of these changing conditions of postal treatment not a single barrel was relieved of its contents, even in the process of opening in the Property Division of the Dead Letter Office. Here may be seen the official "record of all valuable letters in the Dead Letter Office" from 1777 to 1788, covering forty-four pages and three hundred and sixty-five entries. Among its other curiosities is a card showing one hundred variations in spelling the word "Chicopee," as received at the Boston post office, sand thrown up by the Charleston earthquake, Confederate money and postage stamps, crocodiles, rag babies, patent medicines, coffee pots, wash boards, medals, musical instruments, horned toads, harnesses, hat boxes, hoes, gripsacks, etc.

Some time ago the residence of a prominent citizen of West Roxbury, Mass., was entered and among the articles stolen were two miniatures prized as family relics. Six years afterwards a daughter visited this museum, and to her surprise found the missing miniatures. The records of the office showed that an envelope, without an address, containing the miniatures, was dropped into one of the mail boxes at Boston a night or two after the robbery, and in ordinary course of treatment was sent to the Dead Letter Office. The right to the property being clearly proved, it was of course immediately delivered to the family.

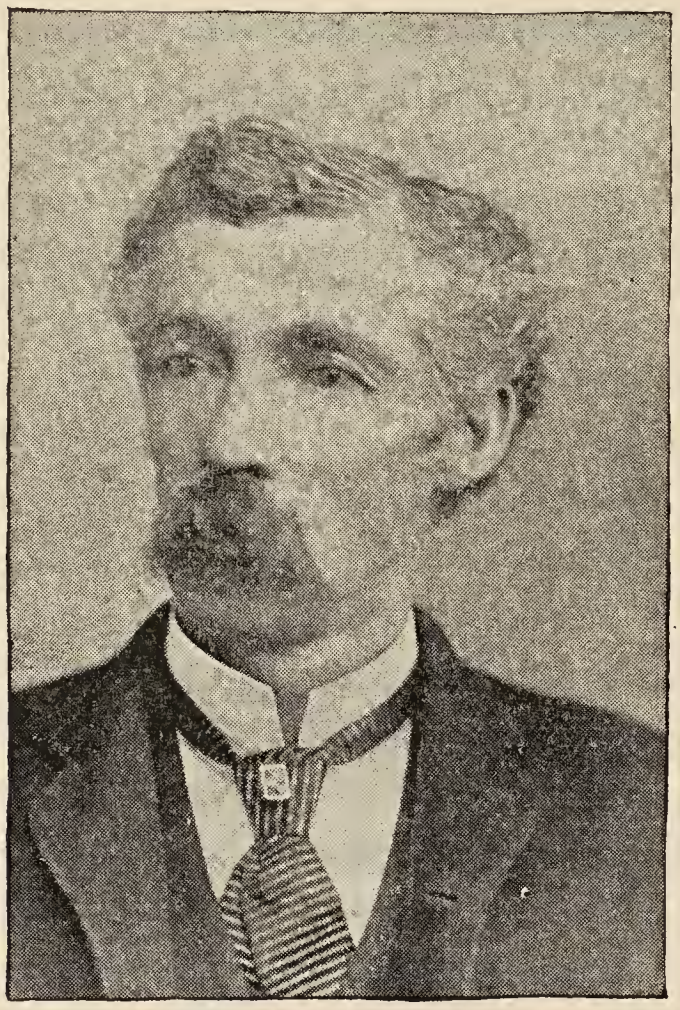
A large portfolio in one corner of the room contains thousands of photographs and tintypes of old soldiers taken during the war. Many of these had accumulated, and soon after the close of the war, by order of Third Assistant Postmaster General Zevely, they were taken out of the store room, mounted on large cards, and placed on exhibition in the museum in the hope that an occasional visitor might be able to identify and restore some picture of value to the family connections. A few years ago these cards again found their way to the store room to be finally rescued by the Chief of the Minor Division, through whose patriotic interest and personal efforts the photographs were cleaned, many of them remounted, and in a new portfolio were again placed on exhibition. Descriptive lists have been advertised in the journals of the Grand Army of the Republic, and in various ways many of these pictures have reached the families for which they were originally intended.

The Superintendent of the Dead Letter Office is Capt. D. P. Leibhardt, who was born in Milton, Ind., in November, 1844. He enlisted for the war when he was under seventeen; and he served four years and three months, and came out the quartermaster of his brigade. His business interests have been the manufacture of farming implements. He had charge for years of the correspondence of a large manufacturing firm, and came to be considered one of the most expert accountants in all that country; and as a business correspondent, and in the grasp of business forces, his abilities were clearly of an exceptionally high order. This peculiar training, and his originality and steady application, especially fitted him for the duties of Superintendent of the Dead Letter Office. He is at his desk from eight in the morning until six at night, and for a period of three years took only two days' vacation. His work, and the work



CAPT. D. P. LIEBHARDT,
Superintendent, Dead Letter Office.

of the force under him, has never been equalled for intelligence and push. Capt. Leibhardt is enthusiastic in the postal work, devoted to duty, and thorough, even to minor details, in all he undertakes.

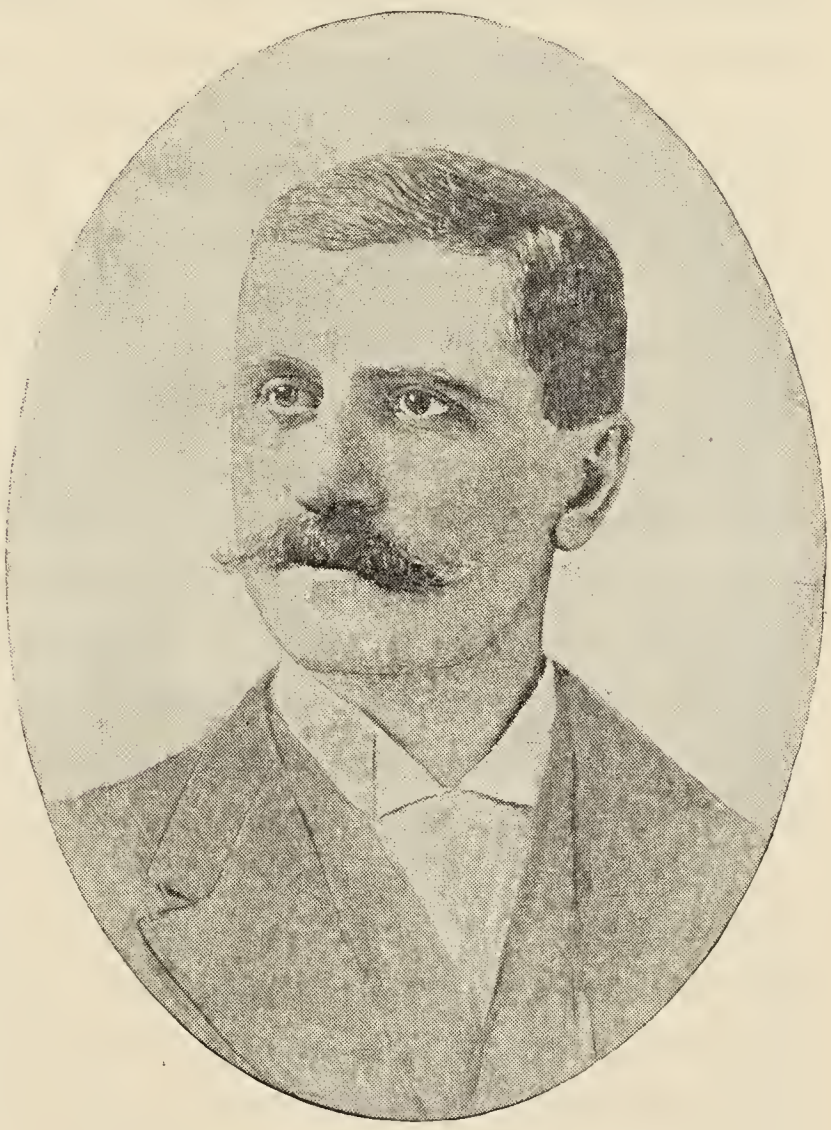


MR. WALDO G. PERRY,
Chief Clerk, Dead Letter Office.

The Chief Clerk, Mr. Waldo G. Perry, has had an experience of nearly thirty years in Dead Letter Office work and is thoroughly identified with its growth; for superintendents have come and gone, but he has remained, giving permanence to many important reforms and contributing in no small degree to the present standards of excellence. He entered the office in 1865 and took charge of the Foreign Division. He was later in charge of the Unmailable Division and when the office became a separate bureau, Mr. Perry was made chief clerk. He is a Vermonter, a graduate of the Yale Law school, and a man of great originality and information.

ESTABLISHING OFFICES; APPOINTMENTS.

THE establishments of post offices originate in the office of the Fourth Assistant Postmaster General, Mr. Estes G. Rathbone. The application for the establishment of a new office is made, in a great majority of cases, by ordinary petition. The Department has blank petitions, which are furnished upon application. These are usually called for by some one representing the community in which the office is to be located, and is signed by those who will be patrons of the office, in the event of its establishment. No definite number of names is required; though the character of the petition often has much to do with its favorable consideration at the Department. All sorts of forms are used by petitioners. Some ask for the office in very few words; others go into details and give nearly all the points which have to be known before an order is made for the establishment. One of the first things inquired into in connection with establishing a new office is its distance from



MR. ESTES G. RATHBONE,
Fourth Assistant Postmaster General.

other offices already in operation. If on a railroad, the intervening distance is sometimes reduced to one mile,— especially if there is a station where a number of people would be benefited by an office. In the country away from railroads a rule is in force requiring the new location to be at least two miles away from any other office. This rule, however, must necessarily be flexible. A natural obstruction would make a difference in this distance. For instance, a river which is not easily fordable, or a hill, or a small mountain, would be reason enough for disregarding the limit referred to.

Upon the receipt of an application for a new office the Department at once furnishes the person who is proposed for postmaster with certain blanks which are to be filled out giving definite information upon many different questions. The section, township and range (where a country has been surveyed), and the county, state, or territory, of course, are first given. If it is on a mail route already in operation, that is given, together with the number of the route and the terminal points of it. Also is given the number of times a week the mail is then carried over this route. The question is answered whether the new office will be directly upon the new route, and if not, how far from it. If the office is not upon a route, and is too far from one to make a change in it so as to have the carrier reach the new office, it is then supplied by what is known at the Department as "special supply."

When this service is named, the office already in operation, from which the new office will be supplied, is named and is called the supply office. Special offices, however, are not supplied at the expense of the Government. The postmaster has to furnish his own supply until such time as the new office develops business enough to warrant the Government in appropriating a sufficient amount to furnish the supply. Meantime the carrier is allowed an amount equal to two thirds of the compensation of the postmaster. This compensation is regulated by cancellations. Other conditions which have to be given are the name of the office nearest to the proposed one on the one side and its distance. The postmaster is also to give the same facts with reference to the office on the other side; and he gives the name of the most prominent river or creek, and the distance which the proposed office will be from either.

The name of the nearest railroad is required, if the office is near enough to be in any way affected by the railroad. If the new

office is on a railroad, the information must be given on which side of the road the office will be located and how near the track; and also what is, or will be, the name of the railroad station. If the office is located within eighty rods of the station, the mails are carried to and from the station by the railroad company. Should the location be more than eighty rods from the station, the office is supplied by the mail messenger service, which is to be paid for by the Department. If it is in a village, the number of inhabitants is to be stated as nearly as possible. In any event the population to be supplied by the new office must be given. A diagram, or a sketch from a map, is also usually required, showing the exact location of the office. This diagram is furnished in blank on the back of the location paper, as it is called. These facts all have to be certified to by the proposed postmaster, and also by the postmaster at the nearest office already in operation. If, however, such a postmaster, for personal or other reasons, declines to make such certificate, the Department uses its own discretion in establishing the office.

A great many offices are asked for, especially in southern portions of the country, which apparently have for their object a reduction of the compensation of an office already in operation. This seems to be for the purpose of retaliating where a man objectionable to the community has been appointed postmaster at an old office. By an objectionable man is meant one who may be competent, but who for personal or political reasons is not acceptable. After the Postmaster General inaugurated the country free delivery, the number of applications for new offices seemed to increase. This was probably for the reason that action could not be taken promptly upon a proposition for such service, and it awakened an interest upon the part of the people for better facilities than they already had; and a liberal number of offices would be the next best thing to free delivery.

After an application has been made for a new office and the location papers returned, the Department considers all the information which has been furnished and passes upon the advisability of establishing the office. The policy of the present administration of the Department in the matter of new offices has been to deny very few applications. If the office does not promise to be of much importance, the petition is usually all the evidence required, both as to the establishment and the appointment of a postmaster. In estab-

(No. 1142.)

☞ In all communications to this Department be careful to give the name of your Office, County, and State.

Post Office Department,

OFFICE OF THE FOURTH ASSISTANT POSTMASTER GENERAL,

Washington, D. C., _____, *189*

Sir:

The POSTMASTER GENERAL has established a Post Office by the name of _____, *in the County of* _____ *and State of* _____, *and appointed you POSTMASTER thereof, in which capacity you will be authorized to act, upon complying with the following requirements:*

1st. To execute the inclosed bond, and cause it to be executed by two sufficient sureties, in the presence of suitable witnesses; the sufficiency of the sureties to be officially certified by a duly qualified magistrate.

2d. To take and subscribe the oath or affirmation of office inclosed, before a duly qualified magistrate, who will certify the same; also, to appoint an assistant, who must take the usual oath, to be returned with yours to me.

3d. To exhibit your bond and qualification, executed and certified as aforesaid, to the Postmaster of _____, and then deposit them in the mail addressed to me.

A mail key will be sent from the Mail Equipment Division. Blanks will be sent by the Division of Post Office Supplies at Washington City, D. C.

After the receipt, at this Department, of your bond and qualification, duly executed and certified, and the approval of the same by the Postmaster General, a commission will be sent to you.

If you accept the appointment, the bond and oath must be executed and returned without delay. If you decline, notice thereof should be immediately given to this Office.

It will be your duty to continue in charge of the office, either personally or by an assistant, until you are relieved from it by the consent of the Department, which will be signified by the discontinuance of your office or by the appointment of your successor.

Very respectfully,

E. G. Rathbone

Fourth Assistant Postmaster General

_____, Esq.

☞ You are directed to inform the 1st Asst. P. M. General of the date you take possession of the Office.

Attention.

☞ N. B.—The quarters expire on the 31st March, 30th June, 30th September, and 31st December All accounts must be rendered for each quarter within two days after its close.

Postmasters are not authorized to give credit for postage. Want of funds, therefore, is no excuse for failure of payment.

A Postmaster must not change the name by which his office is designated on the books of the Department without the order of the Postmaster General.

☞ Be careful, in mailing letters and transient newspapers, to postmark each one, in all cases, with the name of your office *and State;* and, in all communications to the Department, to embrace in the date the name of your office, county, and State.

In stamping letters, great care should be observed to render the impression distinct and legible.

6—679

INSTRUCTIONS FOR NEW POSTMASTERS AT NEW OFFICES.

lishing an office the politics of the person proposed to be appointed is not commonly inquired into. When the Department is not entirely satisfied with the petition and the other papers in the case, all such papers are sent to one of a chosen corps of advisers of the Department, called "referees," for his investigation and recommendation. In Republican districts the members of Congress are the referees; in Democratic districts, in states where one or both of the senators are Republican, the cases are referred to them for recommendation. Where there are neither members nor senators to represent a district, the Department has referees appointed, — usually men who have either been members of Congress or candidates for Congress. Sometimes, however, other methods are resorted to to secure advice.

The referee system has been a necessary growth, and it has been in vogue for many years and through many different administrations. It is assumed by all parties that changes in office are to be made when an administration changes. It is impossible, of course, for the appointing officer to have personal knowledge of the merits of the various candidates; he must secure advice. The best advice almost always is that of the local leader. He has his own personal interest and his own personal success at heart, as well as that of the Department and the public service. Hence he may be depended upon almost always. The process of giving advice in the matter of appointments is a privilege and not the right of a referee; for under the constitution, of course, the appointing power is alone responsible for the appointments, — except where the confirmation of the Senate in the case of certain offices is required.

But the custom of having referees has been necessary; and experienced politicians say that the trouble in making recommendations for office is not so much in the fact that recommendations have to be made, but that sufficient courage, promptness and discretion are not used in recommending. Fights for post offices are allowed to go on and drag along for months and months when they might be settled to much better advantage, on the merits of the case, almost offhand. The most experienced of the senators, men, for instance, like Senators Sherman, Cullom, Allison, Aldrich and Quay, act, when they do act, promptly and once for all.

After the case has been examined in the Fourth Assistant's office and the establishment and appointment decided upon, the proposed

name of the post office is submitted to the Railway Mail Service for approval. One clerk in that service has a complete record of all the offices in operation, so that he is able to judge whether the new name would in any way conflict with the name of an office already in existence. It is necessary that new names shall not be like any others, for confusion in the distribution of mail would surely be involved. Of course there cannot be two offices in the same state bearing the same name. It is also objectionable to have offices of the same name in states where the abbreviations of the names of states are very much alike. For instance, it is objectionable to have offices of the same name in the states of Virginia and Pennsylvania, for the abbreviations "Va." and "Pa." would lead to great confusion. The policy of the Department is to give short single names to new offices. Double names are always avoided unless there are local reasons to the contrary. Euphonious names are adopted wherever it is possible; but that is made impossible sometimes because of the equally strong desire to follow local usage. The name of a village or railroad station is always preferable for the name of the post office.

Two years ago the President created the United States Board of Geographic Names, and since that time a great deal of work has been done by way of making uniform the names of rivers, bays, islands, and, in fact, all geographic points; but the chief good work done is in the matter of the names of post offices. Soon after the board referred to was created Postmaster General Wanamaker issued an order that all branches of his Department should follow the decisions of the board where it could be done. The result is that the names of post offices are continually improved; the possessive form is dropped just as rapidly as possible and is never used in connection with new offices, double names are changed to single names where it is practicable, and the hyphen is discarded. This makes Brownville of Brownsville, Jackboro of Jacksboro, etc. The Postmaster General rules in favor of dropping the final "h" in the termination "burgh," of abbreviating "borough" to "boro"; of spelling the word "center" as here given; of the omission, wherever practicable, of the letters "C. H." after the names of county seats; of the simplification of names consisting of more than one word by their combination into one word; and of dropping the words "city" and "town," as parts of names.

The name of a post office in Huntingdon County, Pa., is Aitch. There were five prosperous farmers in the portion of the county where the post office now is, and their names were Anderson, Isenberg, Taylor, Crum and Henderson. Each of them wished the office to be named after himself; but they could not come to an agreement, and finally as a compromise the first letters of each name were put together. And so originated Aitch.

A petition for a new office in the mountains of Virginia was received at the Department. It was found that the name submitted



DESKS IN THE APPOINTMENT DIVISION.

was undesirable. The petitioners were so notified and requested to make a list of names in the order of preference. The new list contained no acceptable name, and the chief of the Appointment Division directed one of his clerks to select a name himself. The clerk walked to the map. He discovered that there was a mountain hardby named Purgatory. The new office was presented with the name of Purgatory. When the establishment papers were forwarded to the petitioners, they were requested to submit a name for postmaster. They returned the name of George Godbethere.

Another petition received from a community further in the South also failed to submit a proper name for the post office, and when a request was made for a list of names the petitioners replied that either Whitfield or Wanamaker would be acceptable; and as if to show impatience over the delay at agreeing to a name for the new office, they added a nota bene, "or Toughtown." The officials of the Department had been somewhat annoyed to have numbers of post offices named after them; and not desiring to encourage that species of compliment, they selected the name "Toughtown." During the latter part of General Clarkson's tenure of office he found, quite by accident one day, that there were dozens of post offices named Clarkson. These petitioners had really wanted to compliment him; but he grew weary of it, and fearing lest people would think he had encouraged this, directed the officials under him not to permit any post office to be named Clarkson after that.

There are 33 states that have post offices bearing the name of Washington. Thirty states have post offices named Lincoln; 23 Grant; 21 Blaine; 22 Logan; 24 Sherman; 22 Sheridan; 28 Jackson; 17 Hancock; 14 Custer; 25 Cleveland; 6 Hendricks; 7 Tilden; 8 Hayes; 9 Thomas; 6 Dorsey; 13 Chase; 3 Polk; 1 McClellan. Alice is the name of 10 post offices; Alma, 22; Alpha, 18. There are 22 Arcadias, 26 Ashlands, 20 Avons, 25 Belmonts, and 26 Berlins. The shortest name in the *Guide* is B, in Tippecanoe County, Ind.; there is one Apple, and Bowl, Brick, Bee and Box are in the list. In 9 states a post office is named Bliss; there are Blue Eyes, Blue Jackets and Blue Blankets, Blacks and Blackbirds. Mary has 1 post office: Lucy, 2; Laura, 2; the Larks have 4; Kate, 1, and Kathleen, 4; Jump, 2; Jumbo, 7; John, 4, and John Day, 1; James, 6; Edith, 8; Edna, 4; Cora, 11; Francis, 9; Frank, 7; Grace, 7; Emma, 9; Fannie, 2; Flat, 1. There are 2 High, 3 Sugar, 3 Coffee, and 1 Cream, with 2 Creameries; 1 Wig; 2 Wing; 1 Worry; 1 Pay-up; 4 Cash; 3 Cave; 3 Confidence, 1 Confusion and 1 Confederate, and 1 Cool-Well. It has been pointed out that the religious enthusiast may select from any of the following: Eden, Paradise, Baptistown, Brick-Church, Canaan, Genesis, Jerusalem, Land of Promise, New Hope, Old Hundred, Pray, Promised Land, Old Church, Sabbath Rest, Zion, Bible Grove, Churches (three), Stone Church, and Saints Rest. The military genius could be suited at

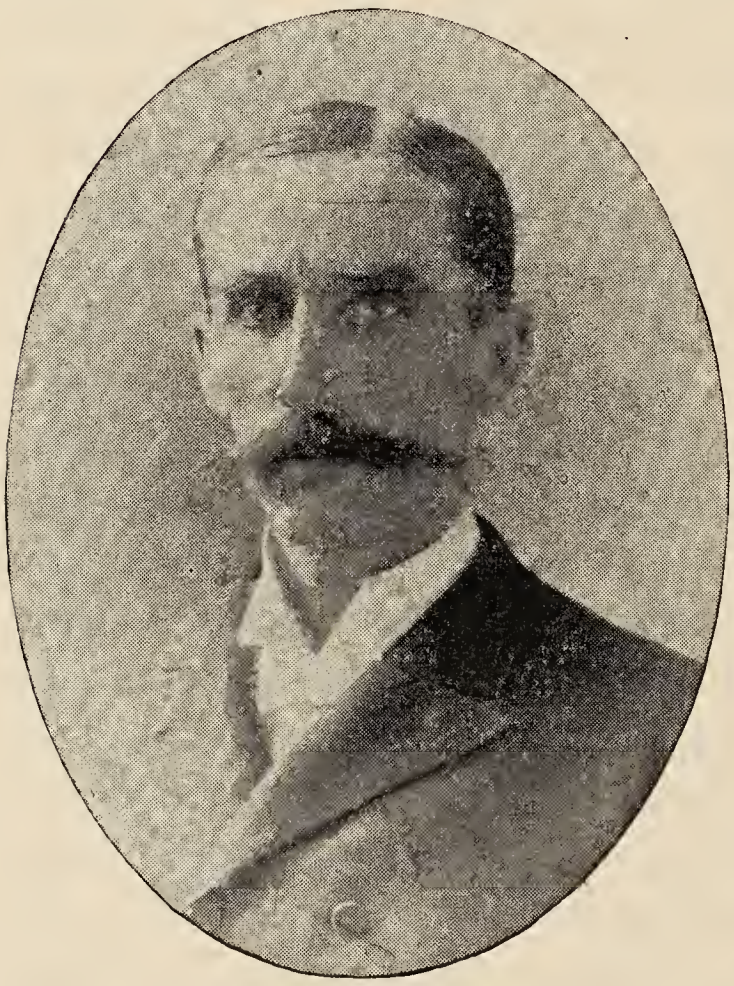
Battle Ground, Broken Sword, Cavalry, Camp Ground, Canon Store, Encampment, Little Warrior, Headquarters, Warrior's Mark, Seven Guns, Stewart's Draft, Tenth Legion, Union Camp, or Warrior's Stand. The baseball maniac would be interested in Ball Play, Ball Ton, Catchall, Two Runs, Umpire, Best Pitch, Six Runs, or Ball Ground, and the medical profession is recalled when these towns are named: Colon, Doctor Town, All Healing, Cureall, Healing Spring, Medicine Lodge, Mount Healthy and Water Cure. It has been pointed out by another that there are at least two offices in the United States where the above Mosaics should be noted with especial interest. They are Rat, Alabama, and Chestnut Hill, Mass.

After the name has been approved of, the case goes to the Contract Division in the office of the Second Assistant Postmaster General for report upon the nature of the service. Here is obtained information whether the new office will be upon a route or whether it shall be established as "special." If upon a route, the number of it is given. The case is then returned to the appointment office; all the data are placed upon the face of the jacket, which in the case of establishment is always yellow in color, — and if everything is found to be in proper form, the jacket is "initialed" by the chief of the division, and from him it goes to the Fourth Assistant Postmaster General. He signs the order of establishment. Then the case is returned to the division, where a complete record is made of it; and it is then taken to a clerk in charge of the Postmaster General's records and is again entered there. When the Postmaster General signs this record the order of establishment is complete. The case then goes to the Bond Division, from which the blank bond and other blanks are furnished to the newly appointed postmaster. Upon the return of the bond properly executed a commission is issued. The Bond Division notifies all the other bureaus in the Department that a new office has been created and all necessary blanks are at once furnished the new postmaster, — who has been appointed in the order establishing the office. With his commission as his authority and with the supplies furnished to him the new postmaster begins operations.

The establishment of post offices in Oklahoma and in other regions recently opened has often been in advance of the actual settlement. Before the Oklahoma counties were named they were called by the Department, A, B, C, D, E, etc. Postmasters were appointed

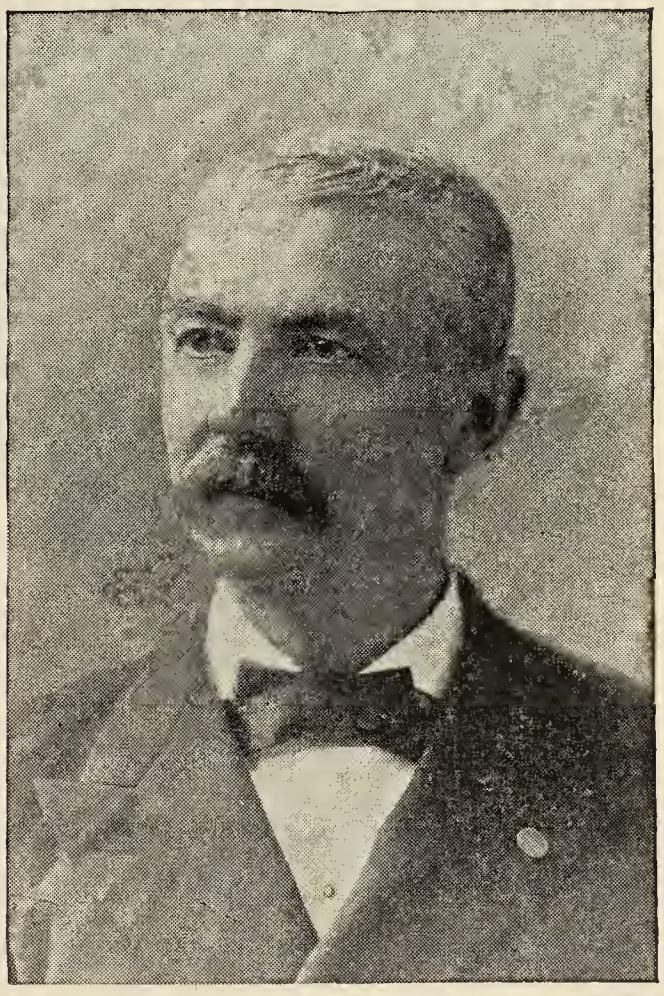
upon recommendations of the delegate from Oklahoma and of Senators Plumb, Paddock and Manderson. The theory of the Department is that the establishment of an office in a new locality is often the means of educating the people who become its patrons. Having a post office, they are more inclined to correspond with friends and far more liable to take newspapers. A number of western offices have been established in the last two or three years which have become presidential within a year from the date of establishment. These are not necessarily "boom" towns. They rather show the rapid, steady growth of the country.

The discontinuance of a post office is resorted to where the office is run down so that the receipts are not enough to warrant any one in continuing to serve as postmaster. In that event a case is made up ordering a discontinuance, giving the reasons for it, and the date upon which the order is to take effect. With the exception of going to the Railway Mail Service, this case goes through the same routine as cases of establishment. An office is rarely discontinued if it is possible to secure the services of any one for postmaster. The postmaster at the office discontinued is instructed, on the date of discontinuance, to take all his supplies to the nearest office, which has been previously notified of the discontinuance and instructed to receive the supplies. A few instances have occurred where post offices were discontinued because the patrons refused either to patronize the office or to allow the postmaster appointed by the Department to serve. These cases were in the South; and in each the result was the reëstablishment of the office upon the assurance that the postmaster would not be disturbed nor the office boycotted.



MR. PIERSON H. BRISTOW,
Chief Clerk, Fourth Assistant's Office.

Changes of postmasters at post offices already in operation are largely made upon the resignations or deaths of the postmasters. A resignation is often followed by a great many letters and petitions urging the appointment of different candidates. These papers all go to the referee of the Department, and while his recommendation is not always followed, it has very much influence. Thousands of post offices in the United States yield but little or nothing to the postmasters, but they are continued for the benefit of the community, the postmaster being willing to perform the work for the benefit of his neighbors. A great many removals were made at the beginning of this administration. When General Clarkson was criticised for appointing so many Republicans, he did not go into labored explanations; his answer was that it would be impossible to remove Democrats, if Democrats had not previously been appointed under a former administration.



MR. GEORGE G. FENTON,
Chief, Appointment Division.

Mr. George G. Fenton, Chief of the Appointment Division, was born at Moravia, New York, in August, 1843. Three years after the family moved to Louisville, Ky., and ten years later found a home in Madison, Ind., where young Fenton received most of his schooling. When the war broke out he enlisted, though only eighteen, in the 39th Indiana regiment, and served over three years. After the war he engaged in business, and was deputy treasurer of Jefferson County two years, and sheriff for two terms. In 1882 he was appointed to a twelve hundred dollar clerkship in the Appointment Division, was promoted by Judge Gresham to $1,600, and remained in charge of the Ohio and Indiana desks up to the time of his latest promotion in October, 1892.

Mr. P. H. Bristow of Iowa is Chief Clerk in the office of the

Fourth Assistant Postmaster General. For a long time he was city editor of the Iowa State *Register*, the leading Republican paper of Iowa, formerly edited by General Clarkson. He has been active in politics for twenty years. Mr. Clarkson and he served several years together on the Des Moines school board. Mr. Bristow was at one time auditor of the county in which Des Moines is located; later he was deputy auditor of the state, and for several years he was chief clerk in the office of Governor Larrabee. He was three years secretary of the Republican State Central Committee of Iowa and was called to Washington by General Clarkson, though he was not a candidate for any position. Mr. Bristow is the Post Office Department member of the United States Board of Geographic Names.



MR. NATHAN A. C. SMITH.

The clerk in charge of presidential cases is Mr. Nathan A. C. Smith, a Vermonter, who entered the army from Wisconsin and saw service in Missouri, Kansas, Kentucky and Tennessee. He was elected a captain in the Thirty-Second Wisconsin Infantry, but did not return to the service on account of disability. He was first appointed a clerk by Postmaster General Randall, and almost always since that time he has had clerical supervision of the cases for the appointment of presidential postmasters. This work has not only familiarized him with local political affairs all over the country, but it has brought him into close personal relations with all the successive postmasters general. He takes great interest, in addition, in the general progress of the Department.

It has been required for the last few months to establish post offices at the rate of nearly one hundred a week. In but little over a month recently the increase of 395 offices (in 42 states and territories) was chiefly as follows: Georgia, 28; North Carolina, 19;

Kentucky, 18; Pennsylvania, 15; New York, 14; California, 11; Indiana, 12; Alabama, 20; Mississippi, 18; South Carolina, 17; Tennessee, 15; Ohio, 13; Illinois, 12; Maryland, 12. In the territories the largest increase was in Oklahoma, where it was 21. In the Indian Territory the number was 12. In the other states and territories the increase in each was from one to nine.

The following table shows some interesting operations of the Appointment Division:

States and Territories.	Number of offices, June 30, 1889.	Number on Mar. 5, 1892.	Inc. or Dec.	Per cent. gain.	Population 1890.	One P. O. for each
Alabama	1,718	2,054	336	.20	1,513,017	800 Inhabitants
Alaska	15	19	4	.25	31,795	1,600 ,,
Arizona	160	175	15	.10	59,620	330 ,,
Arkansas	1,393	1,539	146	.10	1,128,179	750 ,,
California	1,283	1,416	133	.10	1,208,130	800 ,,
Colorado	609	689	80	.13	412,198	600 ,,
Connecticut	484	500	16	.03½	746,258	1,500 ,,
Delaware	149	161	12	.08	168,493	1,000 ,,
District of Columbia.	13	11	2*	.....	230,392	.....
Florida	781	911	30	.04	391,422	450 ,,
Georgia	1,745	2,014	269	.15	1,837,353	900 ,,
Idaho	227	284	57	.25	84,385	300 ,,
Illinois	2,3 2	2,471	119	.05	3,826,351	1,500 ,,
Indiana	1,993	2,100	107	.05	2,192,404	1,000 ,,
Indian Territory	245	288	43	.18	.....	.....
Iowa	1,736	1,801	65	.04	1,911,896	1,100 ,,
Kansas	1,815	1,805	10*	.....	1,427,096	800 ,,
Kentucky	2,041	2,404	363	.18	1,858,635	750 ,,
Louisiana	788	910	122	.16	1,118,587	1,200 ,,
Maine	1,066	1,129	63	.06	661,086	600 ,,
Maryland	1,011	1,101	90	.09	1,042,390	950 ,,
Massachusetts	839	865	26	.03	2,238,943	2,600 ,,
Michigau	1,799	1,929	130	.08	2,093,889	1,100 ,,
Minnesota	1,220	1,320	100	.08	1,301,826	1,000 ,,
Mississippi	1,184	1,370	186	.16	1,289,600	900 ,,
Missouri	2,255	2,499	244	.11	2,679,184	1,100 ,,
Montana	303	399	96	.32	132,159	350 ,,
Nebraska	1,070	1,127	57	.05	1,058,910	950 ,,
Nevada	138	158	20	.15	45,761	300 ,,
New Hampshire	526	538	12	.02¼	376,530	700 ,,
New Jersey	807	862	55	.07	1,444,933	1,700 ,,
New Mexico	228	259	31	.14	153,593	600 ,,
New York	3,317	3,517	200	.06	5,997,853	1,700 ,,
North Carolina	2,352	2,656	304	.13	1,617,947	600 ,,
North Dakota Est	472	518	46	.10	182,719	350 ,,
Ohio	2,956	3,188	232	.08	3,672,316	1,150 ,,
Oklahoma	.....	137	.....	.....	61,834	450 ,,
Oregon	593	724	131	.21	313,767	450 ,,
Pennsylvania	4,340	4,753	413	.09½	5,258,014	1,100 ,,
Rhode Island	129	143	14	.11	345,506	2,750 ,,
South Carolina	1,037	1,199	162	.15	1,151,149	950 ,,
South Dakota Est	608	674	66	.11	328,808	500 ,,
Tennessee	2,118	2,413	295	.14	1,767,518	750 ,,
Texas	2,106	2,373	267	.13	2,235,523	950 ,,
Utah	244	263	19	.08	207,905	800 ,,
Vermont	523	548	25	.05	332,422	600 ,,
Virginia	2,543	2,828	285	.11	1,655,980	600 ,,
Washington	476	716	240	.50	349,390	580 ,,
West Virginia	1,450	1,682	232	.16	762,794	4 0 ,,
Wisconsin	1,557	1,716	159	.10	1,686,880	980 ,,
Wyoming	185	245	60	.32	60,705	250 ,,
Totals	58,999	65,402		Indians	62,654,045 249,273	960 General Average.
					62,903,318	

* Decrease.

Three years ago it was recorded that the greatest increase in the number of post offices in any of the states for the year was 215 in Pennsylvania. In Alabama the increase in number was 175; in Kentucky, 173; in Virginia, 163; in North Carolina, 159; in Tennessee, 155; and in Texas, 142. The largest increase for the previous year was 121 in Pennsylvania. Two years ago the greatest increase in the number of post offices in any of the states for the year was 130 in Kentucky. In Pennsylvania the number was 114; in North Carolina, 103; and in Texas, 101.

In each of 11 states there were upwards of 2,000 offices in operation on June 30, as follows: Pennsylvania, 4,684; New York, 3,476; Ohio, 3,156; Virginia, 2,777; North Carolina, 2,614; Missouri, 2,475; Illinois, 2,449; Tennessee, 2,370; Texas, 2,349; Kentucky, 2,344; Indiana, 2,090. In ten of the states there are 100 or more presidential offices as follows: New York, 256; Pennsylvania, 216; Illinois, 209; Ohio, 167; Massachusetts, 147; Iowa, 147; Michigan, 147; Kansas, 120; Indiana, 102 and Missouri, 102.

The present position of the Department with regard to the removal of postmasters is perhaps best stated in the Postmaster General's report of last year. He said:

"But the people generally expect, though they take no personal interest in the matter, that the postmaster will be changed with the change of administration. Hence, the anticipated changes, though insignificant enough, are also numerous enough. Thousands of fourth class offices do not earn fifty dollars a year apiece. In thousands of cases present incumbents are eager to be relieved of their offices, and it is only with the greatest difficulty that new candidates can be found to take them. In hundreds of cases persons of the opposite party are appointed or reappointed by all administrations. In hundreds of cases changes are made simply to secure more convenient locations for post offices. In hundreds of cases again, it is considered politics by the members of the party which has lately been defeated, to discourage resignations until removals are made, so that the total of removals may appear in partisan journals as excessive.

"The Department neither asks for resignations nor authorizes any person or persons to ask for them; for when it is clear that a change ought to be made, the President or the Postmaster General has the power to make the required removal without indirection. I am able to recall perhaps ten cases, however, in the sixteen months of my incumbency, where postmasters whose habits have become such as to disgrace the service and whose friends interfered to prevent removals, have been notified in order that the publication of these disagreeable facts might be avoided, that they might resign if they preferred to do so.

"It has been difficult in many cases where removals have been demanded to

secure for the accused postmaster the treatment which should seem entirely fair to him. It is true that your instructions issued to this Department in March, 1889, that no postmaster should be reported upon by an inspector who did not also have the chance to be heard in his own defence, were never, to my knowledge, disobeyed, and it is true that my additional precaution, expressed in a letter of explicit instructions, issued in January, 1890, by the Chief Post Office Inspector to his various inspectors in charge, was never to my knowledge disobeyed, for I would not hesitate for a moment to remove an inspector, any more than I would any other postal official or employee over whom I have jurisdiction, who disregards your instructions or mine, especially if, as might be the fact in this instance, he were to assume any attitude that might suggest the star chamber. It is hard to realize, however, how difficult it is even for the experienced inspector to resist the temptation to find in the insulting disloyalty of ill-natured partisans sufficient cause for removal. I have myself been much criticised by fair-minded persons because removals for these offences against decency have not been made, and I realize how hard it is for an inspector not to make mistakes. But it is a proud thing for the inspector force that in nearly every instance where the accuracy of the inspector's report has been called in question, this sworn official of the Government has been vindicated by the subsequent investigation.

"The confidential reasons which compel the Department to act must not be disclosed; first, because communities might in some instances be involved in strife and bitterness, and families might be subjected to disgrace and ruin. The removed person, either unaware of the full extent of the known information about himself, or else fully aware that no public use could in decency be made of it, often does not hesitate to talk or write about his so-called wrongs. If the truth were known he would be the one most to suffer; and yet, no matter how one sided or bitter his attacks may be, the Department can do nothing except wait for fair public scrutiny and hope for honest public treatment.

"The postmaster in a small town is a candidate for reappointment. The community in which he lives believes in civil service reform without quite knowing all that the words mean. Good citizens demand that the public service shall not be outraged by the appointment of any mere self-seeker or political 'striker.' The Department knows that the candidate for reappointment has not accounted promptly, possibly without fraudulent intent, for public money, or is a victim of the opium habit; it will not reappoint him. A cry is raised that the public service is prostituted to partisan ends. There are similar cases in large post offices, in which the postmaster similarly does his duty without fear. A letter carrier in uniform goes into a brothel, becomes intoxicated, and disgraces his wife and daughters. He is removed. The same cry is raised that every right of citizenship is outraged."

In all times and under all administrations there are humorous things, and there are sad and terrible things, about the hunger and the thirst for office. The mania is general in all parts of the country, but in New England, perhaps, or at least in Massachusetts, it has been noticed that the number of candidates for a given small post office is small, and there are no particular candidates in many cases.

In that locality it has seemed sometimes as if it were a sign of unthrift to want an office, and consequently the office has not been wanted; and in New England, also, and especially in Massachusetts, has the custom grown among the referees of encouraging the natural bent of the people of their party, in a town where a change is to be made, to hold caucuses; and the person receiving the highest poll is recommended to the appointing officer.

There is no way of stopping the craze for office, for the simple reason that every free American citizen has a perfect right to be a fool if he chooses. It is not a surprising thing that in ninety-nine cases out of a hundred the best man is selected. In many cases it is a wholesome thing, this canvass, for the inevitable result must be that the fittest only survive. Many of the most successful postmasters, appointed under the present administration at least, have been those who have won their places after a fight; for not only have they had the success and pride of the Department at heart, but they have felt the more their obligation to suit the pride of all their patrons.

It is a sad and a terrible thing when misrepresentation and malice come in, as they sometimes do. Some time ago there came from a western city to Washington a formidable petition against the appointment of a certain candidate for postmaster. It was signed with a long list of names alleged to be those of prominent citizens. All the names were found to be fictitious. This is a sparkling fancy, though, compared with some of the contentions.

In a good-sized city on the Pacific Coast a very smooth and sanctimonious pretender wanted the post office. He could not wait; so he conspired to bring about the incumbent's removal. To his aid he called a painted woman and a couple of young men who wanted positions in the office. The woman's services were bought with money. It was her part of the conspiracy to inveigle the postmaster into some questionable situation. There was to be a public scandal and the postmaster's resignation or removal from office would follow as a matter of course. There were divers meetings of the four conspirators; but the postmaster was an officer of character and refused to fall into the pit.

A woman of respectable standing was then called into requisition. She conceived the idea of charging the postmaster with collecting

all the letters received for women of questionable reputation and making personal deliveries for his wicked purposes. Then the candidate put into circulation certain reports intended to frighten the postmaster into resigning. When there came the prospect of a vacancy, another citizen entered the field for appointment. Old time popularity soon gave him first place in public opinion. It now became necessary to wreck this man's reputation, and a second conspiracy was formed. Immoral character was alleged. More painted women were added to the list of conspirators. Reports were circulated that the Postmaster General was about to remove the postmaster. A petition was circulated among the best citizens for the appointment of the conspirator, and especial effort was made to secure the signatures of all the clergymen of the city. As he had denounced the postmaster and the leading applicant on account of the reports in circulation affecting their moral characters, the ministers attached their names to the petition. Meanwhile he met his men and women conspirators nightly.

It took but a short time now for the case to go to the hands of the local Congressman, who would be asked by the Postmaster General for his advice, as the incumbent's term was out. The endorsement of the Congressman was refused to all aspirants. But the conspirator conceived the notion that he would enlist the sympathies of the Postmaster General, and he presented his recommendations. The Postmaster General notified the Congressman, who at once said he would visit the city in question. To keep the Congressman away from the city where the post office excitement was running high became absolutely necessary, so the conspirator hired a "friend" of the Congressman to go to the latter's home and keep him "in tow." Weeks passed and no word from the Congressman. Finally inspectors of the Department were sent to the scene of action. They unearthed the plot. The leading candidate, a good man, was at once appointed.

The Department has these machinations to contend with under any administration. All parties assume that changes in the post offices will be made; they are in harmony as to the necessity of making changes. And other sneaks and cowards are the persons removed for cause. They make all sorts of accusations to the Department (no matter under what administration), and the Department can

make no reply. It would take too many clerks in the first place; and in the second, the reputations of these sneaks and cowards would be made as black as their characters, and the happiness of their families would be turned into misery. And certain reformers have come to pick up the complaints of these wretched persons as proof (curious proof!) of the vicious nature of the spoils system. The spoils system is vicious enough, but it is not so because rascals are turned out of office or are prevented from getting office.

Sometimes when people are dissatisfied with appointments (and they are usually dissatisfied for insufficient reasons), they boycott post offices. They mail their letters on the postal cars; they refuse to buy stamps at the offices; and once, not long ago, at a small Missouri town, the postmaster had a number of his enemies arrested for conspiracy, — a foolish thing, because no case could be made out against them in that community. The only remedy for the Department, as has been said, is to discontinue the offending office.

Other things sometimes make the life of the fourth-class postmaster a burden. Recently in a Southern town — call it Santa Cruz, — the editor of the local paper described in tearful terms the killing of the postmaster's dog by a railroad train, and he criticised the tenderness of the postmaster for burying the dog in his own lot in the local cemetery. This action, according to the editor's report, in "burying a dog in ground set apart and hallowed for the last resting place of Christian people caused great disgust and indignation among the residents in our beautiful suburb, which culminated last night, when some unknown parties went to the cemetery and disinterred the carcass and carried it with the carefully prepared box which contained it, and placed it upon the porch in front of the postmaster's store, where it was found by him in the morning."

The postmaster had himself done newspaper work and he wrote a reply. He was surprised that the editor should write himself a mendacious and unprincipled scribbler, and he added:

"No one but a low brute could gloat over the physical suffering of either man or beast, or attempt to cast ridicule on the mental distress of a fellow-being. So, with unspeakable loathing, I relegate the writer of those very 'funny' paragraphs in regard to the tragical death of my little household pet to the shades of obscurity."

And the postmaster meant fight, for he concluded:

"Like other criminals and law breakers, those 'curs of low degree' have not had sense enough to cover up their foul tracks; and they are not (as the prime mover and head devil of the gang fondly supposes) 'unknown.' There are traitors always in such disreputable and rascally camps; there is really no honor among thieves, and as soon as I can secure sufficient proof, I will see that full justice shall be meted out to those delicate and refined guardians of the reputation of Santa Cruz."

The editor now appealed to the Department. He complained that the postmaster had come up to him in his very sanctum. He added:

"Without the slightest provocation he has come up and called me the vilest of liars, a white-livered scoundrel, etc., and that he was not through with me yet, and much more of the same sort, including a threat to 'shoot me,' accompanied with the most insulting language. He has repeatedly refused to sell me stamps, in the quantity for which I asked and for which I tendered pay, alleging as his reason that 'someone else might want some, and he would not have them,' and on different occasions he has admitted that he had one or two dollars' worth, but would only let me have fifty or seventy-five cents' worth of them. I have on many occasions during the last year urged him to procure a sufficient quantity of stamps, which he has persistently neglected to do, saying that he 'could not get on a great quantity of stamps just to accommodate one man.' I think much of the postmaster's late conduct towards me is due to the fact that he holds me responsible for two newspaper articles; for he has publicly accused me of the whole matter, the digging up of a dog and all. Of course I am innocent of the 'grave desecration' in question, but I did write the second article referring to the digging up of the dog as a matter of news which legitimately belonged to the public."

There is a postscript, however, in which the editor says:

"I went into the postmaster's office this afternoon, and he said to me that if I went in there again he would kick me out."

In every Congress, in every session, almost, are introduced bills to raise the pay of the fourth class postmaster, to relieve him of his troubles, and to make his appointment, if he must be appointed, which it is sometimes hoped not, a patriotic thing. Each is a panacea. A bill was introduced in the last Congress which provided that the country should be divided into postal districts, in each of which the Postmaster General should appoint a post office inspector to act as an examiner; that when a fourth-class postmaster is to be appointed, this examiner shall post notices saying where the post office is, what compensation the postmaster receives, what bond is required, where application papers may be had, when papers must

be returned, and giving such other information as seems proper; that the examiner shall furnish the blank applications, etc., which shall be filled out by the applicant himself, giving his name and residence, when and where naturalized, if naturalized, time and place of birth, education, physical capacity, whether employed in the military, naval or civil service, his employment and residence for a period of five years, whether indicted at any time, and where the applicant would establish the post office, and whether in connection with any other business; that each candidate shall also furnish a certificate under oath, signed by three reputable citizens of the state or territory in which the applicant has actually resided within one year, that the applicant is suitable for the office; that the post office inspector shall post a list of applicants in the given locality, and shall then find intelligent judgment as to the qualifications of the applicant; that a graded list of applicants shall be sent to the Postmaster General; that the Postmaster General shall then appoint to the post office one of the candidates reported upon, assigning reasons acceptable to the public why the candidate graded highest does not happen to be appointed, if he does not happen to be; that no appointment shall be absolute until a year thereafter; that the Postmaster General shall not appoint, nor the inspector recommend any candidate for political reason, that they shall prevent as far as possible the presentation of any political information touching the applicants, and finally that any fraud knowingly perpetrated shall exclude a candidate from the eligible list and be sufficient for his removal during the probationary period.

Evidently legislation of this sort would require great numbers of additional inspectors, and they cannot be employed until the money is appropriated for the purpose. As one very practical postmaster has written:

> If a practicable method of relieving Congressmen from the responsibility of recommending the postmasters in their various districts were devised, it is probable that it would be generally favored by them, as many leading representatives have expressed themselves as opposed to doing a work which involves them in much controversy and annoyance at home. But, as a citizen, I do not see how the proposed method could be satisfactory either to the patrons of the office or to the post office department. I am told about 400 fourth class postmasters are necessarily appointed weekly to keep up with the large number of vacancies occurring from death, resignations and opening of new offices. These vacancies being scattered throughout the United States, it would not be possible

for 20 inspectors, nor for 100 inspectors (which exceeds, I think, the total number of the force at present employed) to visit 400 different places weekly, and get sufficient information to make an intelligent recommendation as to who should be appointed postmaster. Even if enough inspectors could be provided, the principle of allowing a stranger, on a brief visit to the place, and having no common interest at stake, to decide who should be its postmaster, would be very unacceptable to the people, and even if it were agreeable to them, the scant and imperfect knowledge which a stranger would be very apt to get would commit the Department to appointments which would have to be revoked and corrected upon the representations of the people through their Congressman, bringing it back in all contested cases to the recent system. The only cases that would not be so brought to the attention of the Congressman would be the little offices where there is but one applicant, so that the functions of these inspectors would be misplaced in many cases and unsatisfactory in many others.

"Under the present method of Congressional recommendations the Department has about 500 responsible counsellors, without expense, scattered throughout the country, who, if they do not know the applicants for office in their districts personally, yet know the very best sources for information as to them, their character and their efficiency. These representatives have an interest in the recommendations they make, which cannot be felt by any inspectors, and instead of this system foisting upon the department inefficient partisans of the Congressman, it naturally results in the selection of men who reflect credit upon their endorsers and in making the members popular in their districts, *i. e.*, good, honest, acceptable men.

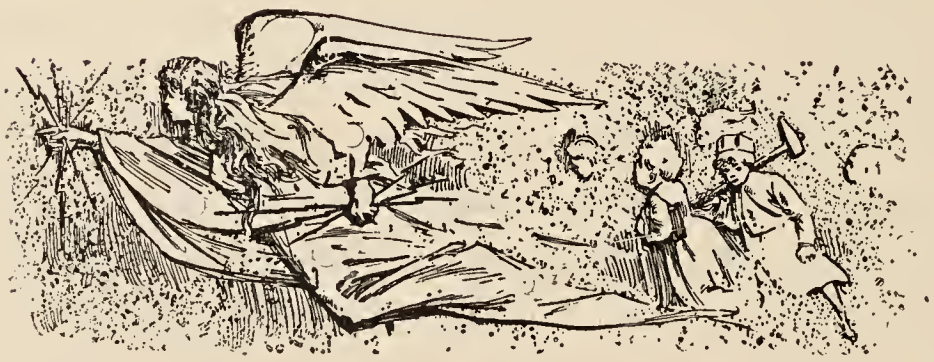
"It seems to me, therefore, that, while many Congressmen would like to be free from this responsibility, the Department could by no other means secure reliable information about candidates for office, without incurring an expense disproportionate to the end desired, or without resorting to methods which would be very distasteful themselves."

Another favorite cure-all is the proposition that postmasters shall be elected by the people. Congressman Grout of Vermont has favored this method. Mr. Sherman Hoar of Massachusetts introduced a bill in the Fifty-Second Congress to effect the same purpose. Governor Flower of New York has long been a distinguished advocate of this policy, and General Clarkson believes in it. He said recently in a public speech:

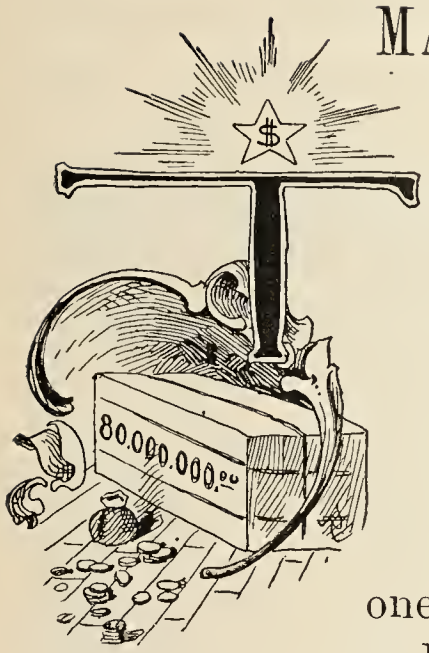
"I would take the post office out of national politics, and put it in neighborhood politics. I cannot share in the opinion of the Republican and Democratic reformers who would select at Washington by some device of a commission nearly all the postmasters for the 70,000 postal communities of this nation, for I would not take away, and in my judgment the American people will never allow to be taken away from each community the right to a voice in the election of its own postmaster. There is no reason why every postmaster should not be elected by the people whom he is to serve. The post offices have been largely the element of discord in national politics. They lead very often to party divisions and party weakness. They have killed off more good Congressmen and more good

senators than all other causes combined. There are no ills in this Government which cannot be cured by carrying them directly to the decision and the wisdom of the plain people."

Of course an amendment to the Constitution would be involved, and these come hard; and while the argument would be used that this glorious country is different from the glorious country of Washington and Jefferson because it is a hundred times as big, still a change which would take the officers of the executive branch away from the responsibility of the appointing power, is likely to come but slowly.



MAKING BONDS OF $80,000,000.



THE first appearance of work for the Bond Division is when the cases come in from the Division of Appointments. Clerks prepare a circular letter notifying the postmaster of his appointment; and they also prepare a blank bond for him. These are transmitted to the new postmaster. Then a record of them is made in one of the county books, as they are called, and a record is also made of the bond in the bond book, as it is called. The postmaster's name, the office, county and state, and the amount of the penalty of the bond are all recorded. When the bond is returned in the proper form the commission of the new postmaster is ready for the signature of the Postmaster General. The work of the Bond Division has steadily increased, of course, with the growth of the service, and now the clerks sometimes approve as many as one hundred and fifty bonds a day. Especially has the work been heavy for the last few months, because of the Postmaster General's order making money order offices of all those where the postmaster's salary is $200 or more. As early as three months ago the Bond Division had completed as many as six



COL. LUTHER CALDWELL,
Chief, Bond Division.

thousand of these new bonds, and the work was performed so expeditiously (and that without any extra detail of clerks), that scarcely a third of the work was behind-hand.

When the salary of the postmaster is from $1 to $175, the penalty of the bond is made $500; when the salary is from $175 to $300, the penalty is made $1,000; when the salary is from $300 to $450 the penalty is fixed at $1,500; when the salary is from $450 to $800, the penalty is $3,000; and from $800 to $1,000 the penalty is $4,000. The money order portion of the penalty of a postmaster's official bond is determined in every instance by the Superintendent of the Money Order System. In the case of small money order offices it is usually placed at a sum sufficient to cover the gross receipts of money order funds for four weeks.

The clerks in the Bond Division are very quick and sharp to know by the very looks of a filled-out bond whether the form is proper and the sureties good. Now and then the services of an inspector of the Department are required to find out the exact standing of the new postmaster's bondsmen; and in all cases where the bond amounts to $2,000 or more the inspector is called in. That means another circular made out, in which appear the name of the postmaster, the office, county, and state, the date of the bond, the names of the sureties and the amounts in which they justify, and the name of the officer before whom they justified. When the inspector's report comes in that has to be carefully examined. If the report is satisfactory, the bond is at once taken from the stack of doubtful ones, and a memorandum is filed away with it to the effect that the bond is good. If the report has not been satisfactory, a new bond is of course required of the postmaster.

The Division of Bonds consists of fifteen clerks, a messenger and the chief of the division. The chief is Col. Luther Caldwell of Elmira, New York, an Ipswich, Mass., boy, of one of the oldest families of the Bay State. He had been an editor and proprietor of the Elmira *Daily Advertiser* and mayor of Elmira. He is a veteran politician, was a delegate to the Republican National Convention in Chicago in 1860, was a delegate to the convention which nominated General Grant in 1868 and secretary of it, and he called the roll of states upon the nomination of Grant and still has the roll call. He has been secretary of the New York State Republican Committee, clerk

of the New York Assembly, and secretary of the New York Constitutional Convention of 1867—8. He was for years a confidential friend of Thurlow Weed and Horace Greeley. Colonel Caldwell visited Washington in 1841 and saw slaves whipped and sold on the Government block at the old slave mart on the south side of B and Seventh Streets. He was present at the inauguration of Lincoln and his regiment was the first to march through Baltimore after the



THE CHIEF ROOM OF THE BOND DIVISION.

attack on the Massachusetts Sixth. In spite of his seventy years of useful activity Colonel Caldwell is as hale and jovial as a college junior.

The chief has supervision of all the work of the Bond Division, makes a daily report of the time of all clerks, and examines the names of all newly appointed postmasters, to see that they correspond with the names affixed to the bonds and oaths. The present chief has changed the printed forms of bonds, ordered new money order books for that section, and re-arranged the office so that the county books, which are in constant use, can be more easily and readily

(No. 1111.—Bond Division.)

RULES

To be Observed in Executing the Inclosed Bond and Oath.

Post Office Department,

Office of the Fourth Assistant Postmaster General,

BOND DIVISION.

1st.—The bond must be signed in INK by the postmaster, and at least two sureties, each writing his OWN NAME IN FULL, and affixing his seal in the presence of a witness. Writing with pencil not accepted.

2d.—The witness must sign his name in the proper space on the left. No person can be a witness who cannot write his name.

3d.—The NAME and post-office address of each surety must be inserted in the proper space in the body of the bond.

4th.—The certificate at the bottom of the bond, and the jurat to the oath, may be signed by a Mayor, Judge, Notary Public, Justice of the Peace, or by any officer, civil or military, holding a commission under the United States, who must add his official title. If signed by a Notary, a County Judge, a Probate Judge, or a Mayor, he must affix his official seal, or produce a certificate from the County Clerk accompanied by the seal of the court

5th.—The DATE must be inserted in the proper space in the body of the bond, as well as in the certificate of the magistrate and the jurat to the oath

6th.—A woman will be accepted as surety, provided the magistrate certifies that she is unmarried, and that she possesses property in her own right sufficient in value to cover double the amount of the penalty. Married women cannot be accepted as sureties

7th.—Neither the certifying officer nor a person signing as witness can become a surety.

8th.—Firms and corporations are not accepted as sureties.

9th.—When erasures or alterations are made, the magistrate must certify that the sureties consented thereto.

10th.—Before executing the bond and oath, read carefully the marginal notes printed thereon.

11th.—Postmasters at Presidential and Money-Order Offices should also observe the marginal instructions on the second page of the bond

12th.—The word "postmaster" should never be erased from the bond and the word "postmistress" substituted therefor

13th.—Make no writing on the outside of the bond.

14th.—In returning the bond to the Department, let it be folded the same as when received by you.

15th.—Bonds with altered figures or written with pencil are not accepted.

☞**16th.**—BEFORE RETURNING THE BOND AND OATH TO THE DEPARTMENT, COMPARE THEM CAREFULLY WITH THESE INSTRUCTIONS AND WITH THE MARGINAL NOTES, IN ORDER TO DETECT AND CORRECT ANY ERROR THAT MAY HAVE BEEN MADE IN THE EXECUTION THEREOF

A COMMISSION WILL NOT BE ISSUED UNTIL THE BOND AND OATH HAVE BEEN *PROPERLY* EXECUTED.

E. S. Rathbone

Fourth Ass't P. M. General

ATTENTION! In all your correspondence with the Department be careful to write plainly the name of your OFFICE, COUNTY, and STATE.

If you accept the appointment, the bond and oath must be executed and returned without delay If you decline, notice thereof should be immediately given to this Office.

THE POSTMASTER AND SURETIES MUST SIGN THEIR NAMES IN FULL.

A FAC SIMILE OF RULES FOR EXECUTING BONDS.

consulted. The Bond Division uses some seventy different kinds of blanks. It had its present number of clerks fifteen years ago. At that time there were 40,000 post offices; now there are almost 70,000. Repeated efforts have been made to increase the force of clerks in the bond division; but they have always failed.

All bonds must have two or more sureties. It is not unusual for a bondsman to sign for $100,000, and one postmaster has a bondsman who signs for $2,000,000. Yet another signs for $3,000,000. The surety has to swear that he is worth the amount signed for, over and above all debts and liabilities existing against him. The names of all bondsmen are kept secret, except from members of Congress, officials of the Department, and the other sureties on the bond. They are kept from the general public because many business men, in fact almost all business men, buy on credit somewhat, and it might affect their financial rating to their disadvantage if it were known that they took risks of this kind; and this fact is illustrated in the experience of the Department, as well as in all business experience, by the fact that the Bond Division is frequently requested not to divulge the names of bondsmen.

The postmaster is bonded for four years, and the bond is good for that period, unless, of course, one or more of the sureties die, move away, or withdraw. When anything of this sort happens, it is the duty of the postmaster to report the fact to the Bond Division. A new bond is at once furnished. The reason is evident enough why if a surety dies a new bond should be required. A former Postmaster General insisted that, if a bondsman moved away from a state where a post office was, the postmaster must make a new bond; but any citizen of the United States is eligible as bondsman if he can qualify as to amount of property. A surety may demand a release from a bond, if he thinks his fellow-bondsmen or any one of them is insolvent, or for any reason satisfactory to him. The postmaster may call for a new bond himself. Every surety is responsible for the whole bond. Frequently men will sign for $5,000, each one stipulating that he will pay a proportionate part; but they are all liable for the whole amount, just the same, as the text of the bond reads "jointly and severally."

Few cases occur in which a newly appointed postmaster finds it difficult to secure bondsmen. In most of the cases which do occur,

(No. 1109.—Series of July, 1883.)

☞ In all communications to this Department be careful to give the name of your Office, County, and State. ☜

FORM OF OATH

FOR ASSISTANT POSTMASTERS,

Prescribed by the Acts of Congress Approved March 5, 1874, and May 13, 1884.

I, ... , being employed as Assistant Postmaster in the post office at ..... , in the County of ..... , and State of ..... do solemnly swear (.....) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God.

I do further solemnly swear (.....) that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of Post Offices and Post Roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control; and I also further swear (.....) that I will support the Constitution of the United States. So help me God.

☞ .....

Sworn to and subscribed before me, the subscriber, a ..... for the County of ....., this ..... day of ....., A. D. 189

....., *J. P.*

☞ THIS BLANK MUST BE USED FOR ASSISTANT POSTMASTERS ONLY.

☞ THIS OATH MAY BE TAKEN BEFORE A COMMISSIONED POSTMASTER.

☞ N. B.—The person who takes this oath should sign his name above the magistrate's certificate.

Note.—This oath must be taken before a Justice of the Peace, Mayor, Judge, Notary Public, Clerk of a Court of Record competent to administer an oath, or any officer, civil or military, holding a commission under the United States; and if the oath is taken before an officer having an official seal, such seal should be affixed to his certificate.

A FORM OF OATH FOR ASSISTANT POSTMASTERS.

however, the reasons are political and affected by race reasons; and consequently they occur most commonly in the South. Citizens band together to refuse to go as bondsmen; and in these cases the postmaster is obliged to resort to the wealthy or resourceful leaders of his own party in his state, if there are any, and secure their assistance. He seldom fails to do this. But sometimes he must suffer the post office boycott — only for a time, however, because the Department under these circumstances discontinues the office. The order of Postmaster General Wanamaker, which doubles the number of money order offices, has caused many postmasters to resign; for new bonds are required in each case, and these are larger, and consequently harder, or perhaps impossible, to make. But the proportion of cases like this is not large; it is perhaps five per cent. When newly appointed postmasters fail to make their bonds, the Bond Division notifies the Fourth Assistant Postmaster General. If this officer thinks the reasons given by the new postmaster for not securing his bond are not sufficient, he is advised of that fact, — this in order to give him a second chance before another appointment to the same place is made. Resignations of postmasters are not infrequently brought about in this necessary way.

When a postmaster is commissioned, reports go out from the Bond Division to almost all the other offices and divisions of the Department; one to the Sixth Auditor's office, noting all the changes in officers that are made; one to the Stamp Division, so that it may know that the new officer is entitled to receive supplies; one to the Division of Supplies itself for a similar purpose. Wherever a change of site has been brought about by the commissioning of a new postmaster, the Contract Division of the Second Assistant's office is notified, so that a re-arrangement of service, or of routes, may be had, if it is necessary. The Money Order Division is notified of the complete appointment. The Mail Equipment Division is informed, so that useless bags and locks may be called in; and all of this information upon all of these points is communicated to the *Daily Railway Mail Bulletin* for publication, for all of it is of use in keeping the service accurate and prompt.

The blank commissions of postmasters are filled out in the Bond Division by a particular clerk, called the engrossing clerk, whose handwriting is particularly fine. He must do his work with

(No. 1105.—Series of July 1, 1887.)

In all communications to this Department be careful to give the name of your Office, County, and State.

FORM OF OATH

PRESCRIBED BY THE ACTS OF CONGRESS APPROVED MARCH 5, 1874, AND MAY 13, 1884, TO BE TAKEN BY ALL PERSONS EMPLOYED IN THE POSTAL SERVICE, EXCEPT POSTMASTERS.

THIS BLANK MUST NOT BE USED FOR ASSISTANT POSTMASTERS, BUT ALL OTHER EMPLOYÉS.

I, ..., *being employed as** ....., *in the post office at* ....., *in the County of* ..... *and State of* ..... *do solemnly swear (* ..... *) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter So help me God I do further solemnly swear (* ..... *) that I will faithfully perform all the duties required of me and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any money belonging to the said United States which may come into my possession or control; and I also further swear (* ..... *) that I will support the Constitution of the United States. So help me God.*

.....

Sworn to and subscribed before me, the subscriber, a ..... *for the County of* ..... *this* ..... *day of* ..... *A. D 189 .*

5—180 ....., *J. P.*

☞ N. B.—The person who takes this oath should sign his name above the magistrate's certificate.

* Insert Clerk, or other employé, (as the case may be.)

NOTE.—This oath must be taken before a Justice of the Peace, Mayor, Judge, Notary Public, Clerk of a Court of Record competent to administer an oath, or any officer, civil or military, holding a commission under the United States: and if the oath is taken before an officer having an official seal, such seal should be affixed to his certificate.

A FORM OF OATH FOR POSTAL EMPLOYEES.

extreme nicety, for a mistake in a name would invalidate the whole process of appointment. If a commission is faulty in the name of the state given, and is signed by the Postmaster General, the mistake, to be sure, may be corrected; but almost always a new commission is made out. If a presidential commission is filled out with the wrong name, an entire new nomination has to be made by the President to the Senate, and the Senate has to go all over the confirmation again. In over seven hundred appointments sent to the last session of the Senate one mistake was made. The commissions are sent to the Postmaster General's office, and if he approves them, he simply signs them in the case of fourth class offices, and they go to the new appointees; and in the case of presidential offices the commissions are taken to the White House, where the President signs them, and then the Postmaster General puts his signature to the commission also, and it goes forward similarly. The golden seal of the Department is stamped into each commission, and pretty ribbons decorate it.

President Harrison has examined papers in the cases of presidential post office appointments with the greatest studiousness; and it is told of President Cleveland that once, when he was to leave the Capital at the close of a session of Congress, he sent orders to the Department that the Bond Division should prepare all commissions required at that particular period, and the clerks were required to work far into the night in order that no blank ones might be signed.

The names of all presidential offices and postmasters are recorded in the Bond Division in two books. In one of these the names of the offices are entered by states and territories in alphabetical order. In the other the names of the postmasters are kept in alphabetical arrangement, according to the dates of appointment. The names of the postmasters appointed at money order offices which do not belong to the presidential list are entered alphabetically in a separate record, according to dates of appointment. The names of postmasters appointed at fourth class offices which do not belong to the money order list are likewise entered in a separate record (being divided into two sections in consequence of the large number of entries required) in alphabetical order, according to the dates of appointment. There are also thirty-nine record books in which the names

of post offices of all classes are recorded by states and counties, together with the names of the postmasters and the dates of their appointment.

The total amount of the bonds of presidential offices is nearly $40,000,000, and in addition nearly $40,000,000 for the money order offices, making a total of $80,000,000 that could be reduced safely to $50,000,000, and the bonding be done for probably $50,000 or $100,000 for the term of the postmaster. At the fourth class offices the bonds are nearly $40,000,000, and they could be safely reduced one half. As there are few clerks or assistants at fourth class offices, the necessity is not so great. All these, at least, are views of Postmaster General Wanamaker; and he thinks, too, that in these days, when corporation security can be so easily obtained, it is a mistake to take as sureties the bonds of thousands of men and women unknown to the Department, the value and usefulness of which are constantly changing with bankruptcy and death; and he believes that the Government should accept only surety companies as bondsmen, and that such bonds should be paid for by the Government and not by the postmaster. He goes on:

> In hundreds of cases the best men cannot take appointments, because they cannot furnish bonds; and the man who receives the place, though rich enough to make or get the bond, is too poor in education, habits, or disposition to attend to all the work of a postmaster. In not a few places the citizens best entitled to be appointed, have been prevented from getting bonds for political reasons. In scores and probably hundreds of cases the discipline and good service of a post office is crippled because the postmaster, to get his bond, has been compelled, as a consideration therefor, to appoint a relative of the guarantor the deputy, or the cashier, or certain clerks, who were not only incompetent, but who assume independence of the rules of the office. In some cases the bondmaker becomes the banker of the postmaster and uses the Government money.

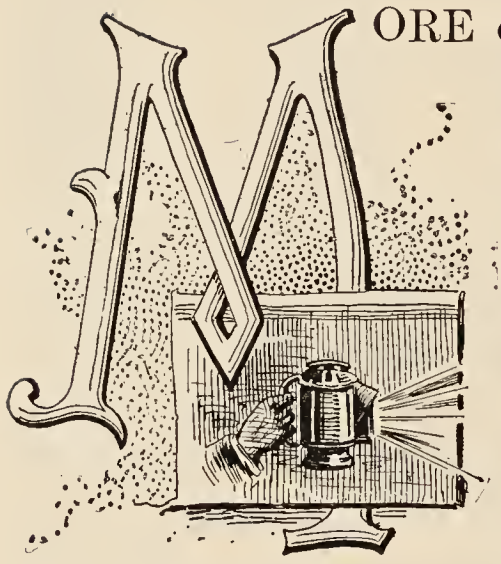
The following table shows the total penalty, and the postal and money order bonds, at some of the chief post offices:

City.	State.	Penalty.	Postal.	Money Order.
New York	New York.	$500,000	$250,000	$250,000
Chicago	Illinois.	400,000	200,000	200,000
Cincinnati	Ohio.	325,000	225,000	100,000
San Francisco	California.	300,000	150,000	150,000
Boston	Massachusetts.	250,000	150,000	100,000
Saint Louis	Missouri.	225,000	100,000	125,000

City.	State.	Penalty.	Postal.	Money Order.
Milwaukee	Wisconsin.	$200,000	$100,000	$100,000
Baltimore	Maryland.	200,000	150,000	50,000
Saint Paul	Minnesota.	200,000	100,000	100,000
New Orleans	Louisiana.	180,000	80,000	100,000
Philadelphia	Pennsylvania.	175,000	110,000	65,000
Pittsburgh	Pennsylvania.	160,000	120,000	40,000
Buffalo	New York.	130,000	100,000	30,000
Kansas City	Missouri.	130,000	80,000	50,000
Brooklyn	New York.	125,000	90,000	35,000
Cleveland	Ohio.	125,000	75,000	50,000
Galveston	Texas.	100,000	60,000	40,000
Washington	Dist. of Columbia.	100,000	70,000	30,000
Minneapolis	Minnesota.	75,000	45,000	30,000

The postal penalty is fixed by the Finance Division of the Third Assistant's office, and the money order penalty by the Money Order Division of the First Assistant's, and they vary, of course, according to amounts of business. A larger money order bond is required at St. Paul than at Philadelphia simply because a larger money order business is done at the former place. Similarly, at New Orleans, where the banking facilities are not large, the money order business, and hence the money order bond, are large. Cincinnati's postal business requires a $225,000 penalty, while the similar penalty at New York is only $250,000 and at Philadelphia only $110,000; for Cincinnati supplies a great number of towns in Kentucky and Ohio with stamped paper, which they pay cash for. Thus, too, Cincinnati's money order bond is $100,000 and Philadelphia's only $65,000, because a large foreign money order business is done at the former place. The penalties at the Washington City post office are small, because a large proportion of the business of the office is official and free.

THE INSPECTORS, THE EYES AND EARS.



ORE difficult and comprehensive are the duties of the post office inspector than those of any other official of the Government. The office was created in order that the Postmaster General might have ready at his call reliable men for confidential work. This related mostly to the character of applicants for office and to the suppression of depredations upon the mails in and out of the postal service. Gradually, however, other work was put upon the force; until at the present time an inspector is liable to be called upon to look into an irregularity in any one of the almost innumerable branches of the Department. He may be upon the track of a criminal and receive upon his route orders to proceed upon the investigations of a score of things before he returns to his headquarters or his home. This service, therefore, requires a wide range of ability, of tact, insight, prudence, courage and endurance. In the far western country the labors of an inspector take him over long stretches of stage routes and upon horseback trips in the mountains, where he must stay for weeks before he can finish his work. An inspector is required to be, by his instructions, constantly on duty; that is, he is subject to call at any time and for any length, or difficulty, or danger, of service.

The enormous extent to which labor relating to the different branches of the postal service has been added to the tasks of the inspectors has resulted in an utter inability of the force authorized by Congress to keep up with the complaints made by patrons of the post office. Many of these complaints are not based upon any shortcomings of the postal employees. Often they are made without sufficient reflection; for the senders of letters are, in nine tenths of

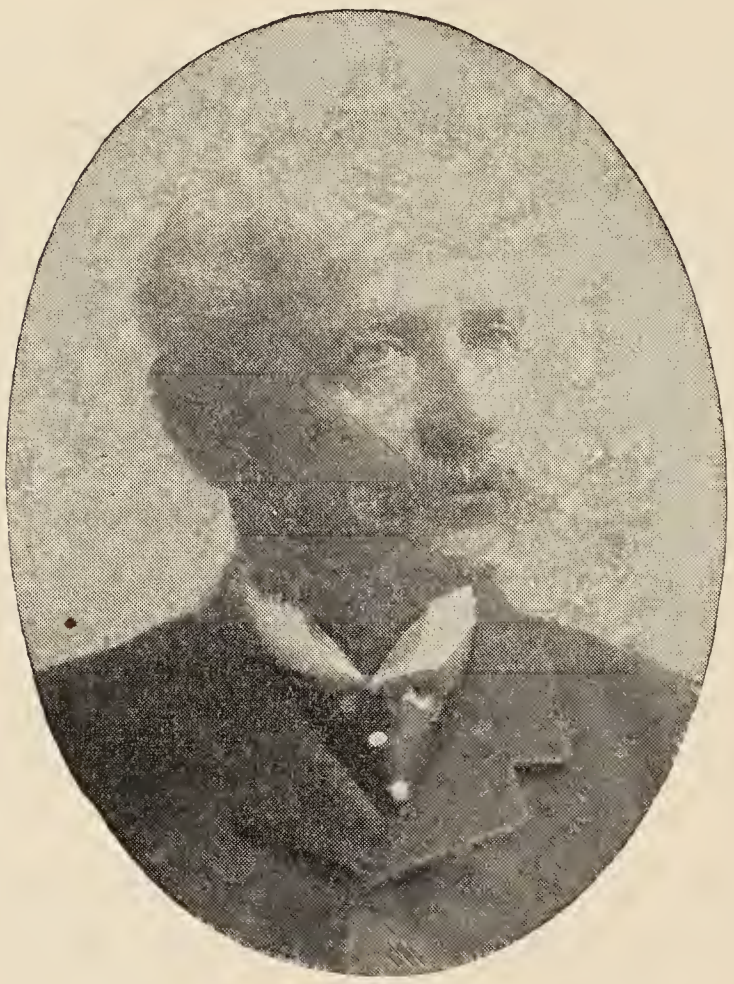
the cases, themselves at fault in not really mailing their letters, or in not affixing sufficient postage; or, indeed, in having improperly addressed their mail. Of ten thousand complaints made annually, it is not possible to investigate more than five thousand; but it is small matter, as almost five thousand of these are baseless.

The courts deal leniently, as a rule, with offenders against the United States laws. This is due, in certain parts of the country, to a general feeling of opposition to Federal prosecution. This is especially true of the South, where the name of the Government is associated with Internal Revenue prosecutions so strongly that in many regions it is almost impossible to secure convictions in postal cases. One court, for instance, would not for years entertain a complaint based upon what is called a "test" letter rifling, the ordinary method of detecting a postal thief; and the opposition of that court to the test letter necessitated a special enactment of Congress, making the penalty for tampering with, rifling or detaining a "test" letter equal in severity to that for depredating any other letter or package. This indisposition to convict makes the work of the inspectors still more difficult.

Complaints about the mails made by all persons in the United States, made to a postmaster, to the inspector-in-charge, to the Postmaster General, finally centre upon the desk of the Chief Post Office Inspector in Washington. Thence they are referred to the proper clerk, who places with the complaints any papers relating to them. These are arranged in five classes, A, B, C, D, and F, according to the character of the matter, and when the completed correspondence indicates that a personal investigation is needed, the case is sent to the proper division and put in the hands of an inspector. Most of the complaints relate to the mis-sending, loss, or delay of ordinary letters; to the rifling of them, or to the tampering with them from curiosity. Next in number are the cases of a miscellaneous nature. They relate to complaints against postmasters and other officials or employees of the Department, to inspections of post offices, to money order cases, to violations of postal laws, to the leasings and locations of post offices, and to miscellaneous cases of all sorts. The third most numerous class relates to losses, delays and riflings of registered letters. These are "A" cases; the "B" cases are ordinary; and the "C" miscellaneous. "D" cases relate to the

robberies and burnings of post offices. "F" cases relate entirely to foreign mails.

The proportion of registered letters rifled or miscarried is very small, but the number of cases annually requiring investigation is large. It has not yet been possible to find an envelope for the registry system which would be secure, and at the same time easy to fasten, and cheap. This difficulty has been one of serious attention on the part of postmasters general for years. Experienced thieves have not much difficulty in opening and resealing any mucilage envelope. But the registry system of endorsements by every person handling the article registered, makes it very easy to follow an envelope and note its delays; and so, if a thief will steal, he will surely be detected. Even with ordinary letters, or in the largest offices, it is only a question of time when a dishonest employee is caught, and with the evidence of guilt upon him. The disposition of Americans to complain of the loss, even of a social letter, or of a postal card, and especially of business letters, makes it next to impossible for any employee of the service to detain or steal a letter. The authorities are notified and the thief pursued and punished. An even sharper disposition to complain has been invited by Postmaster General Wanamaker, who has realized that the eyes of millions are better than the eyes merely of the thousands who work for the Department.

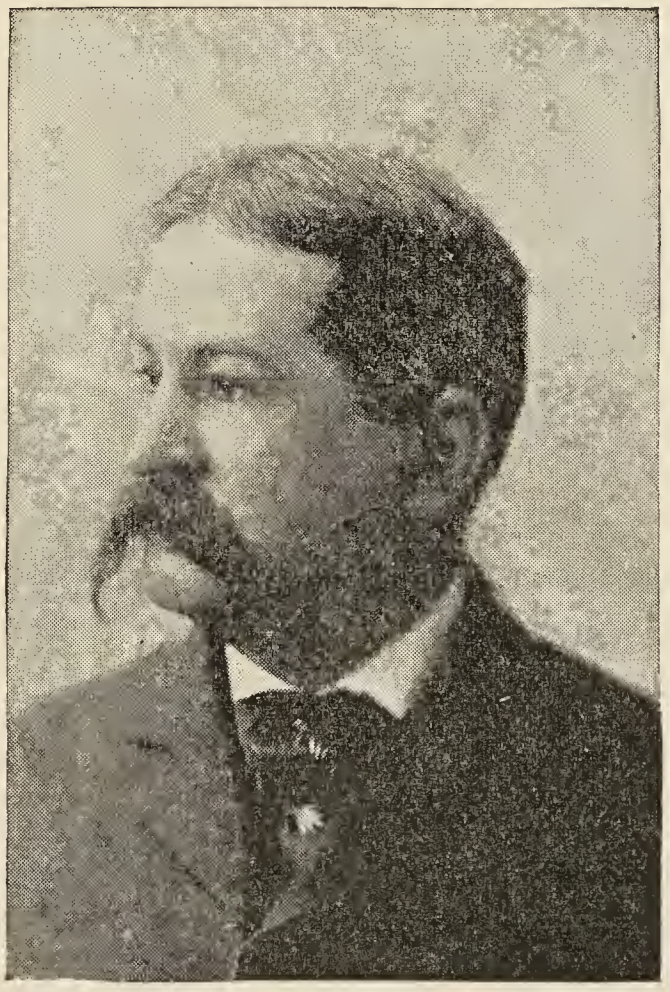


MR. M. D. WHEELER,
Chief Post Office Inspector.

Inspectors are wholly in the classified civil service now, and are secured in three ways: by original examination by the Civil Service Commission, by reinstatement of inspectors previously employed within a year, and by transfer from some other branch of the classified service. Most of the present force are old, experienced men, and

most of the newer men have been selected from other branches of the service. Very few have been appointed who have not had experience in postal work. Of those who accept appointments many find themselves unfitted for the severe strain of almost constant travel and exertion. Others, who are appointed for a probationary term, prove to be unqualified, and are dropped at the end of six months. A number of men have been in the service almost their whole lifetime. An inspector is appointed for but one year; and as the tenure of office is not so secure as in other branches of the service, many good men prefer to remain in the Railway Mail Service or in the Department itself.

The present force consists of about one hundred men; and they are assigned to duty in geographical divisions of the country. They are under the orders of an inspector-in-charge of the division, who assigns work to them and directs their movements. This inspector-in-charge reports in turn to the chief inspector at Washington, forwarding with his approval the reports of the inspectors as they are received. The average distance travelled by an inspector is about one hundred miles a day; and it happens not infrequently that he travels five thousand miles in a month.



MR. JAMES MAYNARD,
Chief Clerk, Division of Mail Depredations.

The great bulk of an inspector's work consists of investigations of simple irregularities in the mail service. The fourth class postmasters do not carefully observe the rules and regulations, and hence much carelessness, where there is no dishonesty, results. Again, the rifling of registered letters affords an immense amount of labor, and as this is work which requires the most cautious attention, the inspector's other work accumulates. From one source and another he has his hands full constantly. While an inspector has no

legal authority to make an arrest, yet it frequently happens that, in order to secure evidence of guilt, the inspector must himself at once take the offender into custody. In such cases the practice is to turn the apprehended person promptly over to the marshal of the district in which the offence was committed, and lay the evidence before the nearest commissioner. The inspector then makes his report of the facts, and arranges for the proper conduct of the office, if the offender has been a postal employee, by filling the place of the arrested, by swearing in a suitable person; or in rare cases, where bondsmen desire it, he may feel compelled to take charge of the office himself. Where thefts are committed in the larger offices, it is very difficult to detect the offender, because of the number of clerks who have access to the letters, and in the prosecution of such cases an inspector must exercise the utmost diligence and caution. He may be obliged to work night after night before he can discover the culprit; and a confederate may be obliged to remain with him day after day. But here, as always, the thief goes unwhipped of justice only for a time.

Inspectors proceed upon a well-founded theory that a thief who has once purloined a letter will repeat the offence, and continue to steal, until he has at length been caught in the act. New boldness comes with each performance, until, feeling quite safe, he becomes less prudent. He does not realize that all those around him in his office may be fully in the confidence of the inspector who is covertly watching him. Experienced inspectors detect many tell-tale signs of suspicion where the superior officer himself may be deceived. The habits, the eyes, the whole deportment of a thief, who has not yet been discovered, are often enough to put the inspector upon the right track at once.

So much of the work of an inspector is done away among the stage routes, at remote distances from the railroad, where it is impossible for him to communicate with his division chief, that he must rely, with the utmost confidence, upon his own judgment. He must not be deterred from the performance of his duty by plausible excuses. He must be free, too, from any insolence of office and from arbitrary manners. The fact that an inspector is enabled to command the power of the Government in the prosecution of a suspected depredator, makes it important that no trivial prosecution should be

entered, nor one without sufficient evidence to justify a charge. The United States courts, as has been said, are more inclined to favor the defendant than the prosecutor; and, because the prosecution incurs no individual expense, while the defence must, is another reason why the courts discourage unimportant prosecutions. To keep outsiders from instituting actions in the United States courts for malicious reasons, the expenses of a prosecution, not undertaken by a proper investigating officer, must be borne, if the defendant is acquitted, by the person filing the information; which leaves postal irregularities to be considered only by inspectors and other postal officials, and not by the patrons of the office alone. Many of the inspectors are well read lawyers themselves, and many others are well experienced in the rules of evidence and practice. It is almost indispensable that they should be. Moreover, inspectors are provided with carefully formulated instructions as to their conduct in various cases. They are expected to be perfectly familiar with all the Postal Laws and Regulations; and they are compelled to study them almost constantly in order to keep posted in the latest changes in the service of their divisions.

As a rule, inspectors do not leave their own divisions, but under orders of the Postmaster General an inspector goes to any part of the country. It happens almost daily that fugitives are captured in the far West, or in Mexico or Canada, who have fled from the East. A warrant for the arrest of a postal thief is made out in the name of the President of the United States to a certain marshal; and it may be served, by the endorsement of a judge, in any part of the country, without the delay which arises from the extradition of a state offender who has fled to another state. As there is no bar nor limitation in cases of felony against the United States, nor in the case of a fugitive, the chances are much in favor of the final capture of a man who is foolish enough to steal from the mails, no matter where he goes. A complete system is used by which a suspected person who is wanted in any particular division is located if he goes to another.

The present Postmaster General has established an admirable method of getting himself into closer conference with his inspectors by calling an annual meeting of the division chiefs to meet at Washington. He hears all the suggestions which they may offer as

the result of their past year's work, and communicates to them his own thoughts upon needed improvements in the service. It is wonderful that the inspector's force does as much as it does. There are less than one hundred men to cover the irregularities in almost seventy thousand post offices and along hundreds of thousands of miles of post routes, and it is remarkable that the postal service is kept under such close and vigilant surveillance as it is. Postmaster General Wanamaker has repeatedly urged upon Congress the need of more men for this work.

The mere moral effect of an inspector's visit to an office is salutary. Especially is this true of the smaller offices, where the country postmaster is sometimes found inattentive to the regulations. It happens frequently that an inspector, visiting a cross-roads office where the postmaster is perfectly honest, finds letters which have been undelivered for months or even years. Many of these contain money, many relate to business of importance. Many are addressed to offices of the same or similar name in another state. After the visit of the inspector these derelictions are corrected.

The idea of Postmaster General Wanamaker has always been to supervise and prevent rather than to cure; to advise and encourage rather than detect. This was his motive originally in proposing a division of the country into supervisors' districts, which should be traveled over by postal experts, the best ones in them, to confer with postmasters, railway mail men, and any others, and actually improve the service at all possible points, rather than wait until it was bad in some locality or particular and then correct it.

But the safety of the mails, after all, is something wonderful. Almost a million and a quarter of pieces of registered mail matter, valued at almost a billion and a quarter of dollars, are received in the mails annually for the Post Office and Treasury Departments alone. It is not practicable to state accurately the value of the remaining 15,000,000 pieces of registered matter transmitted for the public during an average year, but it may be estimated by taking as a basis of calculation the known or supposed contents of the 2,000 or more pieces reported to have been rifled or lost. The inclosures for these 2,000 pieces have an average value of $12.50 per piece. If one computes the 15,000,000 pieces at this rate, the result is $187,550,000. This is without much doubt an underestimate. This sum added to

that of the official values given makes a total of $437,500,000. So the net loss amounted in all to about one-thousandth of one per cent.

The following calculation appeared in one of Postmaster General Wanamaker's recent annual reports:

As to the ordinary mail matter, it is just as difficult to determine its value, because there are no declared values, and it is the business of the officials not to inquire what letters contain. It is interesting to know, however, that the average value of the money letters opened in the Dead Letter Office was $1.65; of the letters containing postal notes, $1.51; and of the letters containing negotiable paper, $55.07. By taking into account all letters opened in the Dead Letter Office, the average value per letter is found to be a little more than 25 cents (25.2). It is estimated that there are carried in the mails 1,854,667,802 ordinary letters per annum, these figures being based upon the general count of mail matter made for one week in May last. At the rate of 25.2 cents per letter the value of the ordinary letter mail of the United States for one year would be $467,376,286.10.

There has been no loss at all in the Department proper. The total supposed losses of ordinary mail throughout the United States, as reported by the office of the Chief Post Office Inspector, amounted to 51,745 pieces. Of these 20,900, or 40 per cent., were packages, the remaining 60 per cent. being letters. The total losses ascertained to be due to carelessness or depredation of postal employees number 23,985, 60 per cent. of which would be 14,391. Assuming the average value to be 25.2 cents, the total ascertained loss of ordinary letters chargeable to the postal service would be $3,526.52, or 77/10,000 of 1 per cent.

The newspaper dispatches told some time ago about the great gold train that rolled on east, with its millions of treasure on board, in charge of the Superintendent of the Railway Mail Service. The amount shipped was $20,000,000. It was packed in 500 boxes, each of which contained $40,000 in $5 and $10 pieces. Each box was marked as a registered mail package, and the Post Office Department was responsible for the safe delivery of it all to the New York sub-treasury. The shipment was all practically arranged for on the spur of the moment. The coin was packed in bags and removed, truck load by truck load, so quietly as to attract no attention. The gold was principally loaded in two Union Pacific cars, constructed of wrought steel, and supposed to be bullet and bomb proof. The boxes containing the treasure were made of inch boards and measured about 10 x 14 inches. They were provided with iron handles and bore the Treasury seal. It cost $3,500 altogether to bring this $20,000,000 across the continent. The treasure occupied 500 bags, which had cost $2,000. Then there were the personal expenses of Captain White's fifty-one men who went to San Francisco to bring

the money east. The wagons, men and regular trains of the mail service did the rest. The lowest bid which the Treasury Department got from the express companies for this work was $60,000.

The post office inspector is exposed to the sensational maker of books. A western inspector-in-charge once had a case against a publishing firm and sent one of his men to secure information.



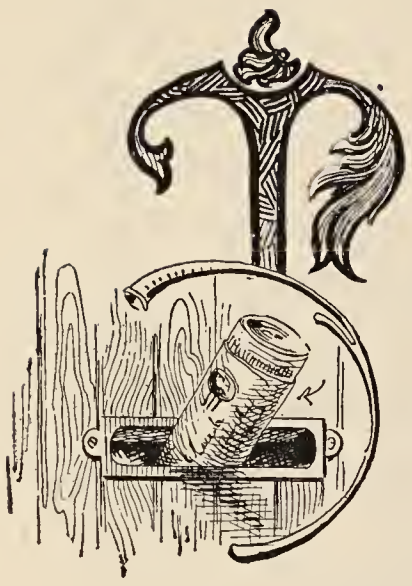
"HE ACCOSTED LETTER CARRIERS ON THE STREET AND DEMANDED CERTAIN LETTERS OF THEM."

When he returned he informed the inspector-in-charge that he saw a book over there written by him. The man was immediately sent to buy a copy. It was based upon an actual case that occurred several years ago; and the publishing company employed some sensational writer to take the newspaper accounts of the affair and weave a romantic story about it. They called it "Leaves from the Diary of

Inspector So-and-So," misspelling his name purposely, no doubt, as a safeguard, although the likeness of the alleged author was used as a frontispiece. The facts were true, but disgustingly set forth. The only thing which prevented the injured "author" from bringing action against the company was the consideration that it would only give the publication greater notoriety.

Now and then some idiotic knave starts out to personate a post office inspector. This last summer, a man named Hall had a good time at Lima, O. In some way he came into possession of a badge which read: "Secret Service, P. O. Department, No. 3." He pinned this to his vest in a place where he could display it conveniently as occasion demanded. On the street cars he showed it to the conductors, and so (oddly enough) was allowed to ride free. He accosted letter carriers on the streets and demanded certain letters of them. He also had cards printed bearing, in addition to the inscription on the badge, the words: "Headquarters, Cincinnati, O." At last a real post office inspector was put on his track. Hall was arrested, charged with impersonating a post office inspector, and punished.

STORIES OF INSPECTORS.

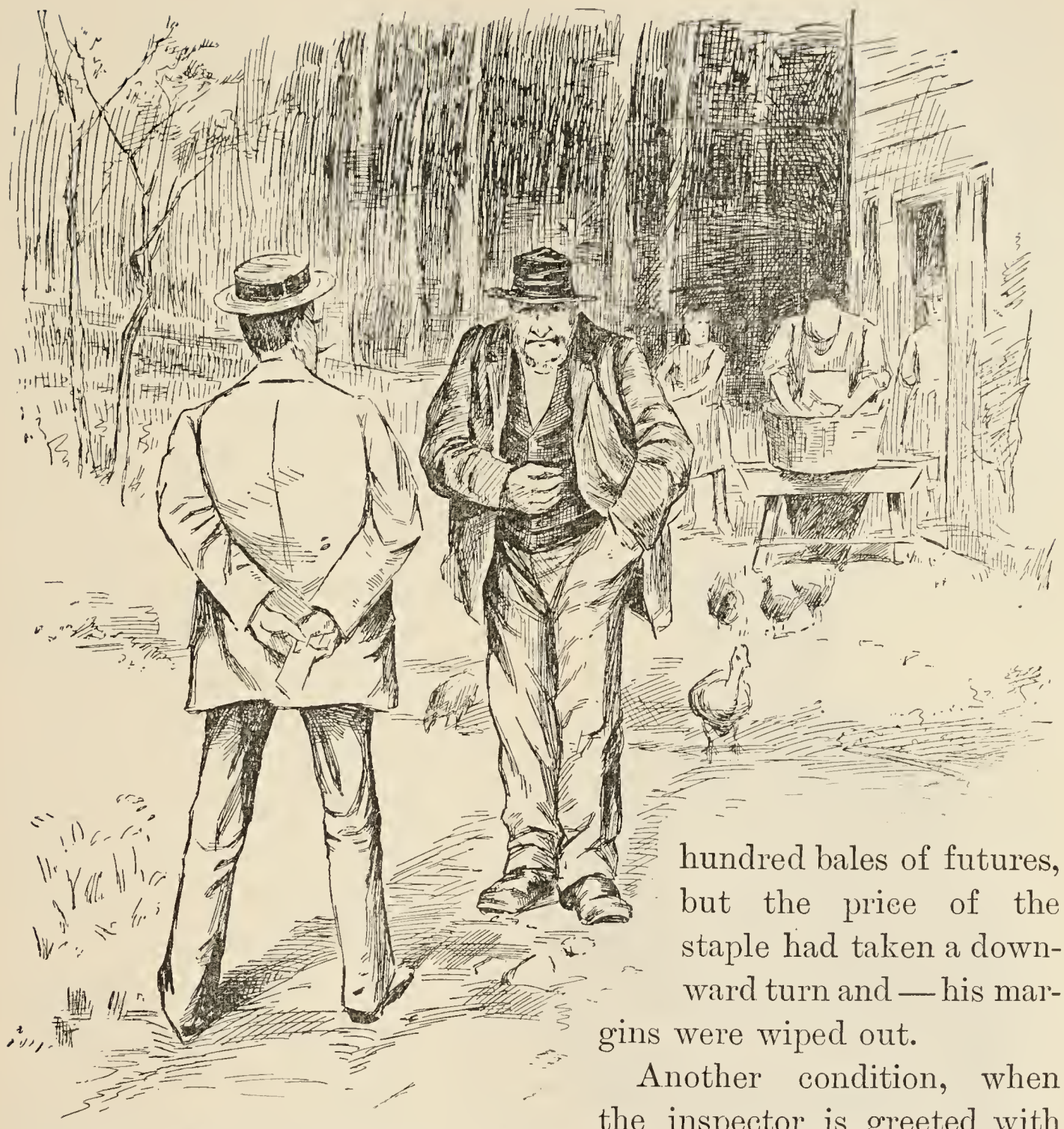


THE magic power of the inspector's commission, the little leather-bound tablet that bears the seal of the Department and the autograph of its chief!

"I have been belated in the backwoods," says one old-timer, "where neighbors do not live closer than five or ten miles, and where strangers are regarded with suspicion; but the mere sight of my commission brought from the remotest cabin the best the owner had. The welcome that greeted me was as honest and plain as he who gave it. The host said:

"'We are homespun folks here, sir, and haven't much to offer, but when one of Old Uncle Sam's men comes around, he takes the best we've got'; and this, too, from one, 'who had bucked agin Uncle Sam' for four years."

At other times the commission is not greeted so kindly, as, for instance, when an inspector looks suddenly into a post office and calls for an examination of the books, and the postmaster is not in funds to meet the balance due. Then ill-concealed confusion and nervousness come with the halting "I am glad to see you." The symptoms of disturbance are readily observed by an inspector the moment he makes himself known at such an office. The money order fund is the sacred trust of the Department, and one who misappropriates it must suffer as embezzlers do. So the inspector has to listen to all sorts of reasons why the money was used for the postmaster's personal benefit. The pleas for clemency are oftentimes filled with tears, and again, they tell of fortunes dreamed of in the glamour of speculation. One will say that his baby died or his wife became insane and had to be sent to an asylum. Another will tell how he had great faith in the rise of cotton and had bought a few



"WE'RE HOMESPUN FOLKS HERE, SIR."

hundred bales of futures, but the price of the staple had taken a downward turn and — his margins were wiped out.

Another condition, when the inspector is greeted with nervous demeanor, is when the postmaster happens to be a woman. So anxious is she that her office will appear as well as if it were conducted by a man, that she becomes frightened at the sound of the word inspector. In this early part of the era of the woman in business, she has not generally been able to adapt herself to the methods of men in conducting affairs. She lacks confidence from want of experience and long continued business habits, and though her work may be as good as a man's, or better, she imagines it is faulty.

In a small Southern town an inspector found the postmaster hard at work with a sewing machine. "What is it?" she chirped lightly, when he tapped upon the door of the mail room. He responded by

announcing his position and by asking admittance. The whir of the machine ceased; then a few moments of silence, and then a door opened by a young woman with a face that nature had been very mischievous in making; but it was covered with an expression of fear and amazement that detracted much from its gentle lines. The inspector pretended not to notice the postmaster's embarrassment; he was weighing its meaning. Very soon he concluded that the possessor of such a face could not have been guilty of any serious violation of the postal laws; manifestation must come from other causes. No inspector had ever visited this office before, which might account for the excitement. News of the inspector's presence was passed from mouth to mouth until a number of the citizens gathered in the lobby. The most frequent comment was that women were not fit for business anyway, and this girl should never have been appointed. Several of the crowd were bold enough to ask how much the shortage was. All this, of course, only made the little woman more nervous. Finally she burst into tears. The inspector asked what was the matter.



UNCLE TOBE.

"I don't know," she said, "but there must be something wrong, or you would not have come here. They say that inspectors visit only those offices that are not properly managed."

She was told that the examinations were of a purely routine character; and it was soon shown that her books were correct in every particular, for higher excellence would be hard to find any-

where. Then the crowd outside insisted upon poking their hands through the general delivery window for a congratulatory "shake."

At one of the inland Southern towns there is a mail messenger, a venerable colored man, known as Uncle Tobe, who has carried the mail from the post office to the railroad station for many years, and is as proud of his position and as jealous of his rights as if he were second assistant postmaster general. One night (the mail lying on the depot platform, awaiting a train) an inspector noticed that the pouch was fastened with the new style of lock. It was the first he had seen; so he tried his key, received a short time before, to test its reliability. Uncle Tobe was sitting at the other end of the platform, and, not knowing the inspector, he concluded that a robbery of the mail was being committed. He rushed upon the supposed robber, grabbed him by the arm, and yelled with all his might:

"Help, help! police! T'ief robbin' de mail!"

The inspector produced his commission. Uncle Tobe, still gripping the arm, took the commission to the light and examined it closely. He could not read; he had never seen such a document before. But he finally saw the Department seal on the reverse of the tablet, admitted that it was satisfactory, and remarked:

"I knowed de runnin' horse, wif de man astride of him, meant pos' office business."

There was a case once of two registered letters that had apparently passed from a railway postal clerk to a depot transfer clerk and been duly receipted for. The letters never reached their destinations. The transfer clerk was held responsible, having given the last receipt, and he was required to pay two hundred dollars, the amount they were alleged to contain. When the addressee of one of the letters was informed by the Department that the twenty dollars, claimed by him as sent in the letter, was recovered and would be remitted to him on proper application, he replied that the Department owed him nothing; that the money had been sent to him. But he said that the letter accompanying the money, though signed with the name of the original sender, was not in the handwriting or the language of the first letter. This information caused a re-opening of the case; and as the other registered letter had been lost in the same way about the same time, the two were combined into one

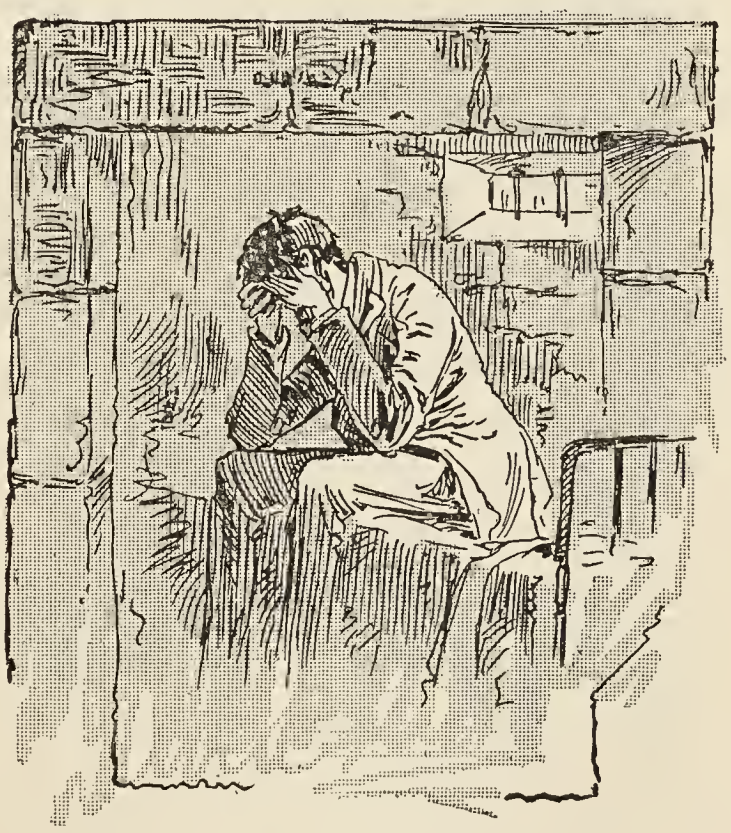
case upon a theory that the person who had secretly sent the twenty dollars to this addressee had also taken the other letter containing one hundred and eighty dollars. The inspector's work was to find the hidden sender of the twenty dollars. He travelled two thousand miles and visited six post offices. The papers pointed to the railway postal clerk as the guilty person, but proof, either definite or indefinite, was lacking. The letter with the envelope which had accompanied the twenty dollars secretly sent had been destroyed, so that they were not available to identify the sender. The secret letter appeared to have been registered, but at the office where it purported to have been received for registration no trace of it could be found. At last the inspector came across the yellow return card that served as a postmaster's receipt from the addressee, which had been inadvertently held at a post office, the letter having been forwarded from there. This card was plainly in the handwriting of the railway mail clerk, and clearly established his guilt. He was no longer in the service, and it required some little argument to induce him to refund the one hundred and eighty dollars, but he finally did so, and the amount was returned to the depot transfer clerk. The railway mail clerk, in admitting that he had sent the forged letter, claimed that it was done to save himself from dismissal, as he thought that would end the investigation of the case; but other evidence in the cases showed that the trick had been resorted to so that he might retain the one hundred and eighty dollars in the other letter without being suspected.

The system of theft used in this case is one to which the registry business is susceptible if not closely watched. One person brings to another a number of registered letters, say ten. They are counted by the receiver. He finds ten. He then counts the number in the receipt book. They are also ten, and he signs for them in bulk. But had he checked each letter in hand with those listed in the book, he would have discovered that two of them were not listed, and that he did not have two others that were listed. The two not listed reach their destinations and nothing more is heard of them. The two listed, but not passed, go no further, and their loss is reported; the receipt book is produced and shows that they were signed for, which makes the signer responsible for them, though in fact they have never reached his hands.

Other inspectors furnish the following entertaining recollections of actual experiences:

"I make no effort to disclose methods by which good mail service is maintained; that would hardly be proper; nor cite cases that reflect much credit upon the keenness of the officer, because 'detective' yarns go for about what they are worth, and I think their chief merit is the extent to which they test the credulity of the simple. I do not mean to say that detectives do not sometimes exercise a wide range of qualities — courage, patience, skill, and insight — in the pursuit of criminals, but from a somewhat varied experience in investigating infractions of the laws, I have been forced to admit that the unraveling of crimes is usually not difficult; that falsehood of any kind is certain eventually to be exposed; that it can with diligence be detected and punished; and that as a rule rogues, instead of being deep and shrewd, are really very simple people, who in hurried efforts to conceal their steps, like the hunted ostrich, oftener deceive themselves than their pursuers.

"I have often been asked must an officer go armed; or, is it dangerous to arrest criminals? Of course, if an officer wanted arms, he would want them mighty quick, and the rule is to have them handy. But in the civil service of the United States I never knew of a case where it was actually necessary, in any part of the country, to use force in arresting a criminal. Of course we except the revenue service, for that is very little less than declared war between the distillers and the officers.



TIME NOW FOR REFLECTION.

"It is also true, as a rule, that it is an actual relief to an unprofessional criminal who has long evaded justice to be taken into custody. From that time he seems to breathe easier and be less miserable. The constant dread of detection seems to be a strain on the average rogue, and he generally begins to fatten up as soon as

he is put in jail. Finally, of a very large number of offenders whom I have observed upon trial and in prison, the large majority of them have been plainly of unsound and weak minds. Very few of them, indeed, have had even moderately strong and clear intellects. A close observer would detect this fact in their faces and personal deportment, and to the officers it is made plain in the vain and shambling manner in which most of them try to evade the laws.

"One of the commonest abuses of the mails, and the hardest to detect, is the claiming to have sent, or the claiming not to have received, articles alleged to have been mailed. This is done not only by professional swindlers, but by and between friends and acquaintances. For instance, at Colorado Springs complaint was received from the postmaster at Kearney, Nebraska, that a small box, mailed shortly before from the Springs, accompanied by a letter saying that the box contained a gold watch, was received empty at Kearney. The sender and addressee were cousins, and presumably no fraud was intended.

"I telegraphed to Kearney for the box, which I received the next day. I put my own watch, an ordinary gold one, in the box, and upon weighing the package then found it was deficient in postage, and upon weighing the box empty found there was just postage enough to cover its carriage in the mails. This was good evidence that the box was mailed empty, and especially so as the package was registered, because postmasters must use extra care to see that registered packages are fully prepaid. There would naturally be doubt about a man's sending a gold watch by mail, either registered or unregistered, though it is too often done. When I visited the sender of the watch he strongly protested that he had enclosed the watch, and his wife declared she saw him do it, and wanted to call in several neighbors to corroborate her. They protested so much that I knew the watch was intentionally withheld. Then I told the man that the postage was just enough to cover the mailing of an empty box. He replied:

"'That may be, but some of the stamps fell off on the way. I remember very well of putting on more stamps.'

"I asked him what amount, and he answered, after figuring mentally a minute:

"'Seventeen cents.'

"'Yes,' added his wife. 'I remember Charley put on seventeen

cents, because he came home and told me that the postmaster gave him eight cents change for a quarter. I got the quarter out of my bureau — see, in there — and I've got the eight cents now somewhere. If you want to see 'em, I'll get 'em for you.'

"'But,' I suggested, 'was your watch a very heavy, extra thick silver case watch like railroad men carry, or like mine?'

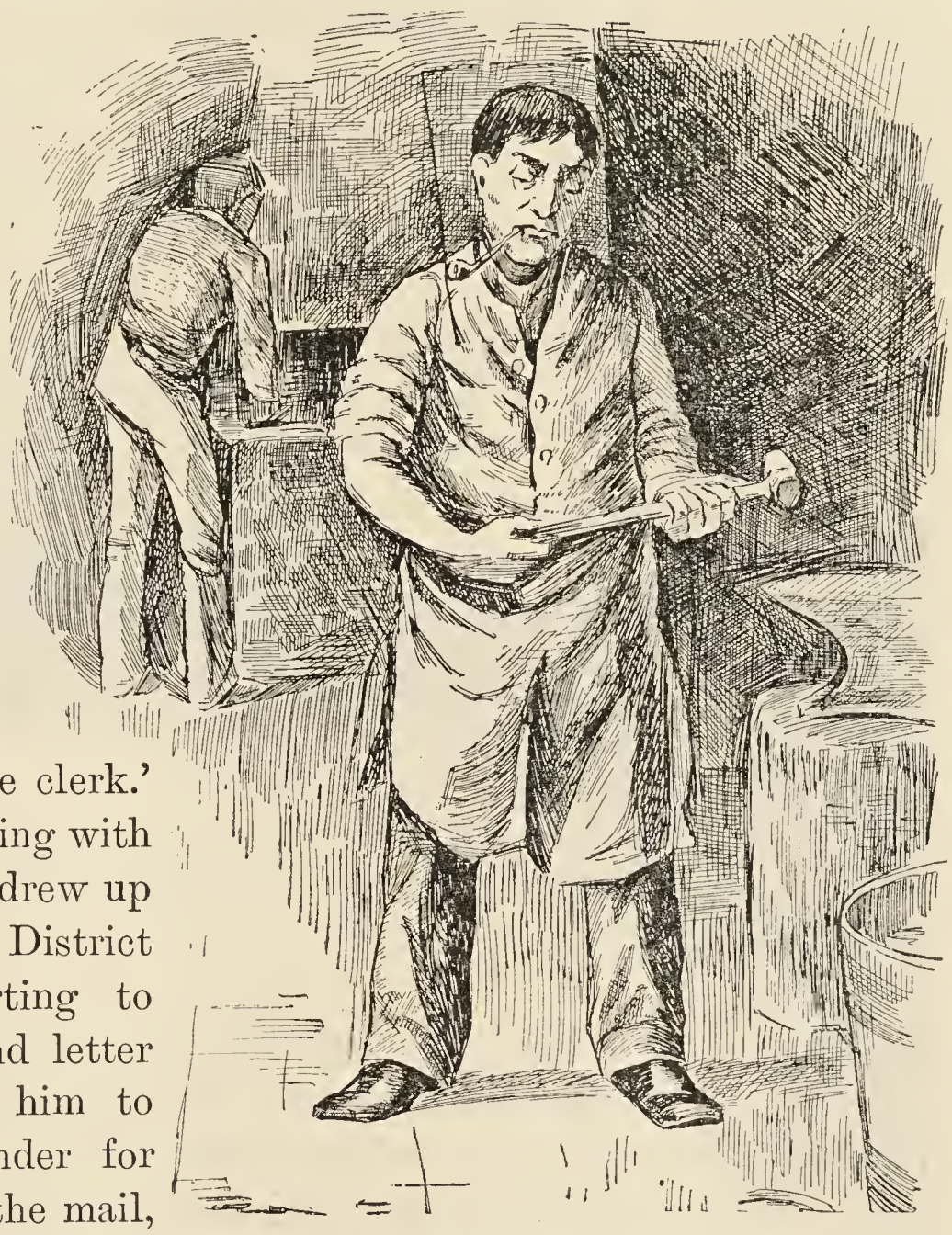
"'Oh, thinner than yours — light Swiss watch.'

"'But the box and mine would only take fourteen cents, and yours would have taken no more postage?'

"'Oh, that's all right, because now I come to think of it, I had a long talk with the clerk and told him to put on three cents extra so it would go all right. That's the way it was.'

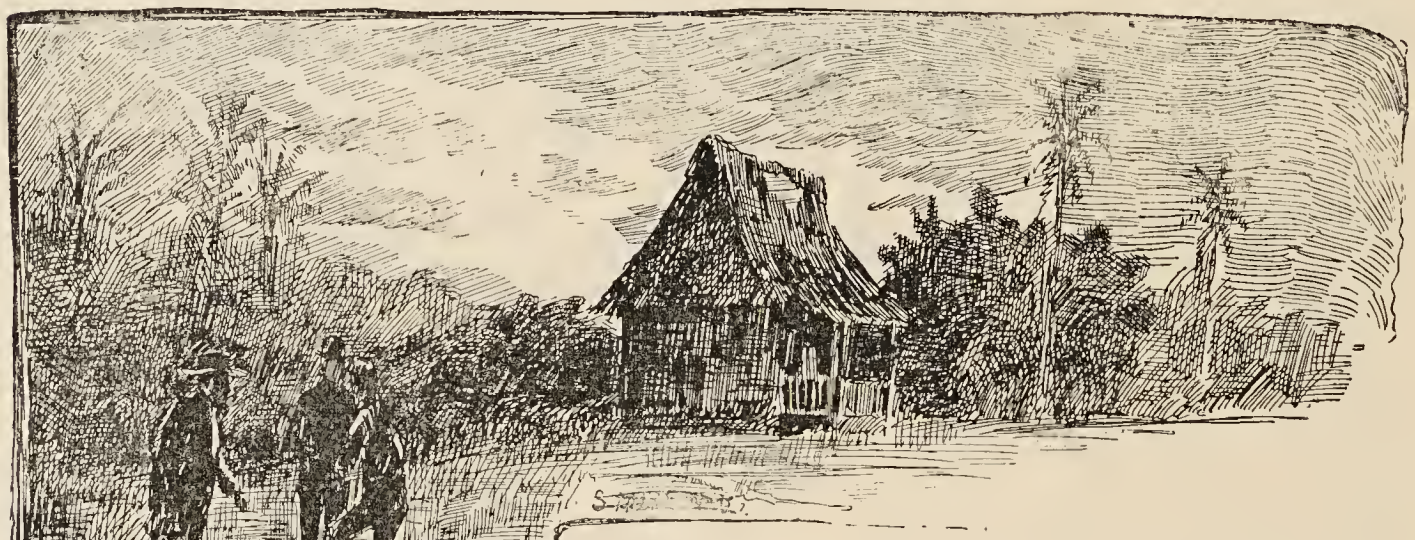
"'Well, then, come with me and we'll see this clerk about it,' I said.

"He held off awhile, but went down. None of the clerks was 'the clerk.' While he was talking with the postmaster, I drew up a letter to the District Attorney, purporting to enclose the box and letter as evidence for him to prosecute the sender for fraudulent use of the mail, but the man held out doggedly. I was engaged on some other matters until late that evening, but when I went to dinner 'Charley' was anxiously awaiting me, watch in hand. I had it sent forward duly to the owner at Kearney."



"THE OWNER OF THIS WAS FOUND TO BE A BLACKSMITH, HALF A MILE AWAY."

"There is a wide difference between the exposure of such transparent tricks as that and the burglary of an office, which is generally done by experts, whose plans are well laid and the evidence destroyed. The postmaster at Albuquerque, N. M., was robbed in a very methodical way. When the postal clerks had registered in from their runs and gone to bed, at about three o'clock in the morning, three burglars entered the rear door of the post office, seized the night clerk, a boy of sixteen, bound and gagged him, and proceeded very deliberately to their work. The post office room had formerly been used for a national bank and had in its rear a large vault, the doors of which were customarily closed and locked with a key. In the rear of this large vault was a strong safe, which contained the post office funds, while the sacks of registered letters awaiting outgoing trains were put in the vault. By closing the front doors of this vault the burglars worked without noise upon the safe, and by



"WHICH THEY HID IN THEIR GARDEN A FEW RODS FROM THE RIVER."

six o'clock they had opened it, abstracted its contents, taken the registered letters from the sacks by cutting them open, and gone on their way. Early in the morning the postmaster engaged the local officers, and was assisted by detectives of the express companies, but very little could be done. When I reached the place the only trace discovered was a blacksmith's sledge which lay among the weeds in the rear of the building, and the owner of this was found after a diligent search to be a blacksmith

half a mile away. He remembered, too, that the day before the robbery a stranger had been in his shop asking questions, and that the next morning he found his shop door forced open and some of his tools missing. We next learned that this stranger was the son of a ranchman living five miles away, and that he had gone from Albuquerque to a small town in Kansas. There we had him promptly arrested, and himself and his baggage searched on suspicion; but as he gave a straight account of his proceedings, and as no stamps or money were found upon him, he was released. The adjoining offices were thoroughly advised of the details of the robbery, and of the kinds and quantity of the plunder.

"A month afterwards word came from the marshal of Western Texas that a clew had been found there. I was in that way put in communication with a prisoner awaiting trial for a murder in El Paso. He told a fairly straight story to the effect that he was hiding in a house on the Rio Grande, about five miles below El Paso the night of the robbery; and one night his friends, who were outlaws, came in with a lot of stamps and postal supplies, which they hid in their garden a few rods from the river. Before he would give their names he wanted the Government to pay him enough to enable him to defend himself on the trial for murder. His figures were too steep, and before negotiations were completed with him he was tried and sentenced to be hanged. But I went with a guard to the place he described and found a deserted house which tallied with his description, and we dug up soil enough, looking for the stamps, to make a big garden; but although the men had gone away, later on two of them were secured and connected with the burglary. But they were wanted for a dozen like offences that had the prior attention of the court."

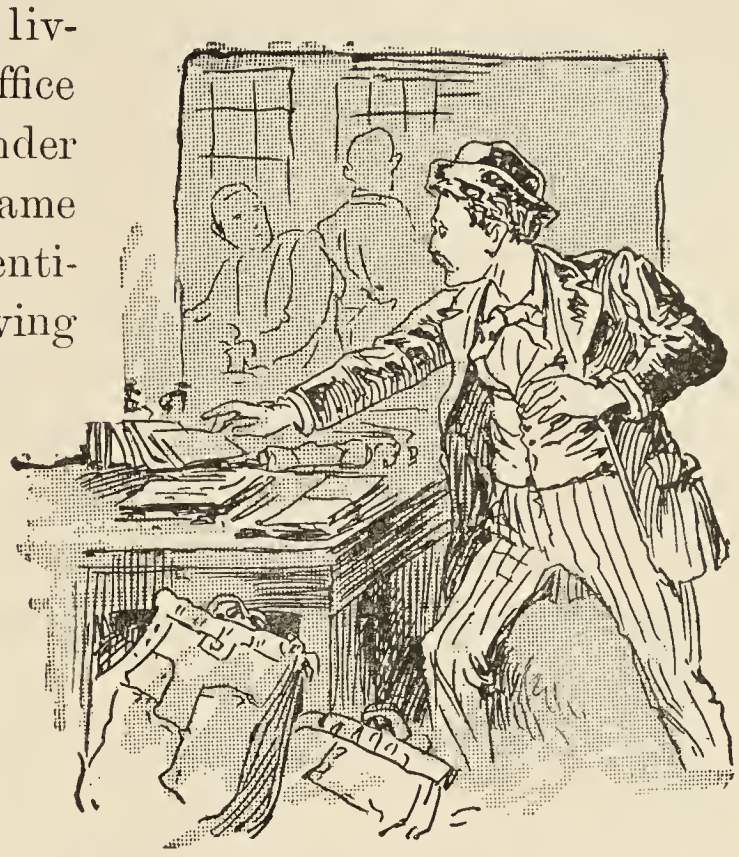
"An inexperienced thief will seldom cover up his misdeeds or his whereabouts, if he runs away. I recall the matter of the postmaster at Lebanon, N. C. Some unpaid drafts upon him for balances due the Government were returned, and the inspector went there. The transcripts of his accounts as rendered to the Department indicated so large an amount of business transacted at his office that I expected to find Lebanon quite a thriving town. There was no settlement there at all, and it was with difficulty that I could locate the post office. I finally found it in a small frame building at a cross

roads in the turpentine woods, twenty miles from Wilmington. The only other building near the post office was a deserted 'still.' The trees had dried up, so no turpentine could be got, and the only man to be found near by was the partner of the absconding postmaster, who was very reluctant to tell me anything at all about the office or the missing postmaster. I found that the latter, suspecting my coming, had sagaciously got as far away as possible, as he was unable to raise the funds to meet his balance. This financier had credited himself with about $800 a year for what was actually about $20 a year, and his total deficit was about $2,000. His sureties were found to be penniless, and the only recourse left was to prosecute the postmaster criminally, — if it was possible to get him. I was told he had left the place in a buggy several days before my arrival, but no one knew where he was going. After winding up his office affairs, I watched the mails outgoing for a while to see if I could find a letter addressed to him. I failed in this, and became somewhat discouraged, when, sitting one night in the post office at Wilmington and watching a clerk assort some letters for the country near Lebanon, my eye fell upon an envelope addressed to a man in Rosewater not far distant. It was postmarked in Texas. From much experience with hand writings I have been able to tell very readily if a hand is disguised, and I could see very well that this address was. I had in the office records several samples of this man's writing, and the 'L' as it appeared in Lebanon had a long flourishing tail, which had its fac-simile in this address, although written back-handed. Making a note of the postmark, I at once telegraphed to the United States marshal a description of the wanted postmaster, with full particulars of the time he left North Carolina,



IN THE TURPENTINE WOODS.

and the name of the post office where he was supposed to be getting his mail. Being a new arrival at the place, I thought he could be found readily, and in a week's time I was notified that the marshal had secured him. He was then living twenty miles from the post office where he mailed his letter and under an assumed name, but when he came up to the office again he was identified and arrested. He is now serving a long term in Columbus."



"MY EYE FELL UPON AN ENVELOPE."

"On a star route running out from Salisbury, N. C., there had been many thefts of money from registered letters, and the department and the people thereabouts were alike impatient to catch the thief. There was much trouble in doing it. A number of the inspectors tried their hand at it,
but it would invariably happen that, as soon as an officer came upon the ground, pilferings would cease. The postmasters upon the route, about a dozen of them in all, bore excellent reputations, and all professed anxiety to have the guilty punished. I had been at work at the case once without success and tried it again, taking every possible precaution the second time to conceal my doings. With a good assistant I put up at a farm house entirely off from the route and where at our leisure we completed our plans for carefully testing the different offices. The weather was very stormy, which favored us, as there were few people travelling upon the roads; and thus we were able to get around without letting the inquisitive discover that strangers were in their neighborhood, which was very thinly settled at best. It was difficult to decide which postmaster we should begin with, for generally the adjoining office has to coöperate and be in the officer's confidence, and if the guilty one himself is one of the two so trusted, of course he is put on guard. Then, perhaps the carrier may have a key and be opening the pouches. But in this case the general reputation of all the postmasters was excellent. They were all respectable, well-

to-do people. The last one to be thought of would naturally have been the postmistress at Bilesville. She had been a school teacher, was of a good family, and had not only the respect but the confidence and sympathy of the people, because her husband was a worthless fellow, who was serving a term in prison for larceny. She was a delicate-looking young woman with a very sad face.

"On my first trip I rode over the route as a pretended book agent. I sat in the old stage, conspicuously holding in my hand a flashy bound book when we reached her office, and she came to the door and looked out at me. I was watching her covertly, and did not fail to note that when she turned to go into the office she threw a quick look backward at me and spoke in a low voice to the carrier who was coming out with the mail sacks. Half an hour later I said to the driver:

"'I believe I made a good impression on that pretty postmistress at Bilesville. Wish I had shown her my book.'

"'Yes,' he said, 'and she asked me if you warn't a post office inspector.'

"'What is that?' I asked.

"'Oh, one of them fellers that go around catchin' up with the lame ducks. There's been a lot o' stealin' on this road, and I wish they'd do somethin' about it. I'm gettin' blamed for it myself.'

"I decided at once that unless the driver was a good deal smarter than he looked and acted he was not to be suspected, and, from the quick suspicion of the postmistress that I was an officer, that she was to be looked out for. So when I related this fact to my friend, he agreed that we should first test the schoolma'am's office. The last theft reported had



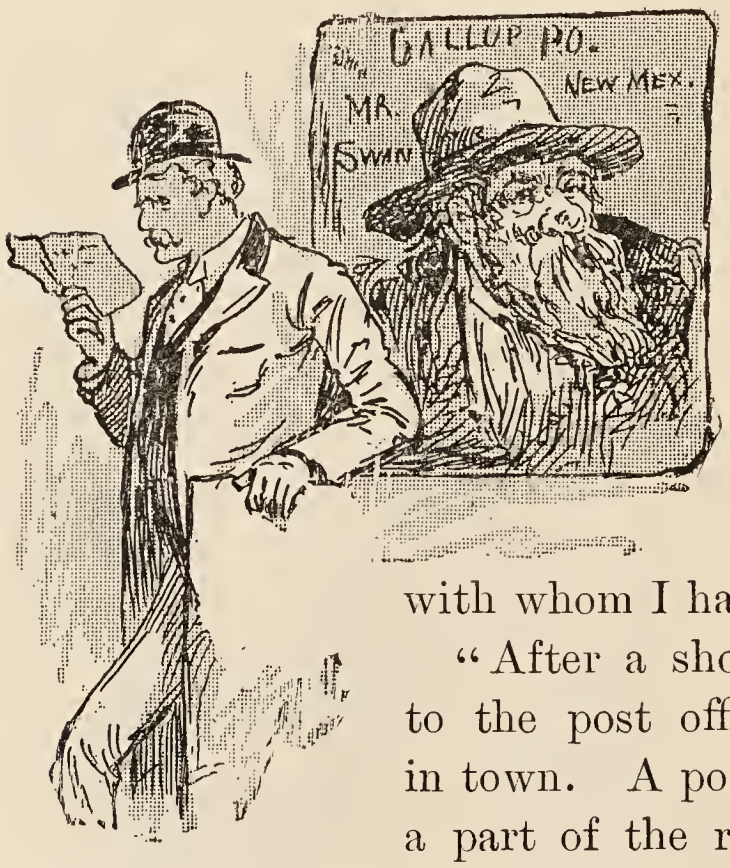
"SHE ASKED ME IF YOU WARN'T A POST OFFICE INSPECTOR."

been about ten days before our visit, so that another was about due. We fixed our lines in the usual way, sending our registered letters through the schoolma'am's hands. The carrier made a very brief stop. Nobody else had touched the letters. They came out to our hands so clean and neat that we thought it impossible that they could have been tampered with. We opened them at once and were astonished to find that all the four letters had been rifled. Returning to the office, we found the stolen bills in the young woman's purse, and though her unusually sad face was lighted up a little with the success of her day's work, the thoughtful expression returned to it when we explained our business. But she maintained perfect composure. She was placed upon trial a few months later. Her health, meantime, had failed rapidly, and in spite of the damaging evidence against her, I secretly hoped the jury would be able to acquit her, as it did. She died wretchedly a short time afterward, and upon her deathbed confessed to having stolen the money for which her husband was imprisoned. Many of her friends believed that the inspectors had persecuted an innocent woman, and I received several letters saying that I was not smart enough to catch a real thief. The woman was undoubtedly insane."

"Some of the inspectors' work is not of such a somber and saddening character. Much of it has a ludicrous phase which softens the hardships and relieves the strain which too constant mingling with the frail is apt to bring upon a man. Such an instance was the matter of the Gallup, N. M., post office, a berth that paid the incumbent one thousand dollars a year, 'stealin's out,' where the work was easy, and the social position fairly good, the rest of the citizens of Gallup being mainly miners and gamblers. Swan was a pioneer in New Mexico, and knew every one in the territory. He was recommended for postmaster by the governor and all the ex-governors, by all the railroad and mining authorities, as well as by all the ranchmen and army officers; and, moreover, he had in his possession letters from Abraham Lincoln attesting the writer's friendship and admiration for Swan. Naturally Swan was appointed. He made an excellent postmaster — so far as taking in money for stamps and money orders went; but he failed to make reports of the fiscal operations of his office. A long life in an arid country and frequent

recourse to the common cure for a dry climate had made Swan less efficient than formerly. So in due time an inspector was sent to make his acquaintance.

"Being near Gallup, the necessary papers were sent me, and I went down to see if anything was due the Government. I reached Gallup about three o'clock in the morning. It was cold, raw, and gloomy in every way. At sight I pronounced the town the least picturesque mining settlement in the territory, if not in the world. The only visible light came from a small frame building near the depot, to which I hastened to get warm. It was not the hotel, but a barroom, with a dozen or more professional customers on hand, more or less awake and busy. Three men were snoring on the bar, and the others were playing faro or watching the game. They were all very groggy, and all but the proprietor were hard looking citizens. The most besotted was an old man. He was thick-set, wore a greasy slouch hat and a blue flannel shirt, had a big pistol in his belt, and generally a very 'bad' look. He was a clumsy, stupid gambler, and was losing money fast. About four o'clock he got up, stretched himself, and said:



"'Good evenin', boys; reckon I'll have to turn in a leetle early now, s' long as I've got the post office to tend to.'

"When he said this I conjectured that this must be Mr. Swan, with whom I had business.

"After a short nap in the 'hotel' I walked up to the post office — the poorest frame building in town. A poorly equipped drug store occupied a part of the room, and in a rear corner was a rough case, containing a half dozen boxes for holding letters. Swan sat on a packing box near the front door, looking out at the beauties of nature, while the drug clerk was tying up the letters for him. Swan called out lazily:

"'Got her done yet, Jimmie?'

"'Pretty near, captain.'

"'Wall, hurry her a leetle to-day; we missed it yesterday, and I got to go on an inquest this morning, too.'

"I presented myself to Mr. Swan as he was going out of the office.

"'So you are a post office inspector, are ye? Wall, you'll find they aint nothing wrong with this office — not since I had it. Can't say much for it before that.' I hinted that some of his reports were a little over due, and we might look into that.

"Yes, tha's right. Say, Jimmie, how about them money order bills? They ben paid yet?'

"Oh, no, captain. You remember I've been trying a long time to get you to fix them up.'

"'Yes, tha's so, Jimmie.' He added, turning to me, 'You see, I ben so busy.'

"'Now, Mr. Swan,' said I, 'let's count the funds and see your receipts for money deposited; then we will have the balance very soon.'

"'Yes, I see. Tha's the idea. Jimmie, you got a head for figures; you and the colonel go over the books, and I'll look in again pretty soon.'

"'But how about the funds? The money you have taken in since you took charge; where is that?'

"'Let me see,' he said vacantly, 'what did I do with it? Oh, yes; I see; why, you see, I've paid out a good deal one way or another; but you'll find it's all right.'

"'The books' referred to were a small pass book. It had a few straggling entries of stamps, money paid on a house Swan was building, whisky accounts, paid and unpaid, and private memoranda of various kinds. It took a week to approximate his accounts, and he owed the Government over two thousand dollars. A gambler was a surety on his bond, and he handed me the full amount on demand. I could get so little out of Swan that I thought he might be more communicative to a commissioner, and had him taken before one for a hearing; but, instead of becoming more coherent, Swan broke down completely, and sobbed pitifully that so great a man should come to trouble.

"'Jedge,' he sobbed, 'it's too bad. I was the first friend Abe Lincoln had when he begun practicin' law, and if he was alive to-day, I wouldn't be slavin' out my life in a post office. Abe knew I was

an honest man. He wouldn't send no inspectors 'round my office. He'd ast me once in awhile if I was runnin' my office O K, and that would settle it.'

"In due time Swan went to Sante Fé for a visit. He got a very short sentence, partly because it was plain that no work could be got out of him in the 'pen' or anywhere else. The people of Gallup were all sorry for Swan, and I had great difficulty in finding anyone who would make application for the post office."



"HE GOT OUT OF PATIENCE."

"I had a rather queer experience at Price, Utah. The postal service is universal, and when it is not slipping a cog in one place it is in another; but it seldom happens that a postmaster will wilfully close his office and let things 'go to smash.' At Price the postmaster tendered his resignation repeatedly, and, being unable to get relief, purposely closed his office. No doubt the Department could not conceive the possibility of a Government employee struggling to get out of a position that paid six hundred dollars a year. But this post-

master paid his clerk seventy-five dollars a month, and then had to give his own time to the work. Having a fine trade to look after, he got out of patience, and locked his doors against all comers. Then went up a howl of rage. That office separated mail for a large military post some miles away, and telegrams were showered upon the War Department, asking for authority to kill the civilian who had cut off communication. When I reached Price 159 large sacks of mail were piled up in the depot, and the angriest men I ever faced were the soldier boys, looking at them wistfully, but unable to open them and get their long expected letters from the East. I swore in a number of assistants, and we worked day and night upon the pile, and finally got the letters into their proper channels. Declining to hang the postmaster, as most of the people desired, I laid the facts before the United States attorney; but there they rested. There is no law to punish such an offence. Before I left, the postmaster, who was a shrewd, bright young Swede, asked me:

"'What is this going to cost me, Mr. Inspector?'

"Having just finished the 159th sack of mail, I said:

"'Fifty thousand dollars, if I have the fixing of the sum, my friend.'

"He said that was too much, but if it wasn't more than $500, or even $1000, he would rather pay it than neglect his business any longer.

"There is small veneration for official dignity upon the frontier, and Federal employees who carry the importance of office to objectionable pitches in the East are apt to impair their standing west of the Mississippi. It sometimes happens that a modest officer is made to suffer for the faults of his confréres. At Cañon City once I had gone to my room to prepare for dinner, when a card was brought up from a postmaster at a little place up in the mountains, whom I requested to come up. He appeared at once, a fine, handsome specimen of physical manhood, fully six feet six inches tall, robust and vigorous, sunburned, and with piercing eyes. He was dressed in a riding suit, and had about him the peculiar, swinging freedom of a horseman, combined with the grace of an educated gentleman.

"'Ah,' he asked, 'you are the post office inspector for this state?'

"'Yes, sir, one of them,' I replied; 'how can I serve you?'

"He wore a threatening smile, as he continued:

"'You were at my place — my office — about six months ago, I think, at Coe?'

"'No,' I said, reflecting, 'I don't think I ever saw you before, or ever was at Coe.'

"'Now, think again, for I want you to be careful about it. I was not there myself, but my wife was a little way from the office. You got off the stage, cursing and abusing us because our office wasn't always open during business hours. Recollect, now?'

"'Well, hardly,' I said. 'I am not in the habit of addressing postmasters in that way, especially women.'

"He looked disappointed, and said:

"'Well, I have been trying to find this man for months, and I give you my word that when I do, I will teach him a lesson in politeness. But I am convinced it wasn't you, and am glad to meet you. What will you drink?' I drank to his early meeting with the man with the swelled head, but secretly wished my unknown colleague better luck. Subsequently I learned this man was one of the wealthiest and most popular miners in Colorado, and had a fine record for keeping all his promises.

"It would be difficult to tell in what part of the country depredations upon the mails are the most prevalent. They are frequent, more especially, perhaps, in the mountain districts of the Virginias, North Carolina and Tennessee. The mail service there is mainly on horseback; the mountain paths are arduous and from its inaccessibility such a country offers many attractions for thieves.

"Not long since a railroad was built southward from Weston, W. Va., for the purpose of getting out the heavy timber along the Kanawha River. Laborers on the road sent much of their wages home by mail, and on one particular route a lot of stealing was done. The senders, who were Italians and Hungarians, supposed the money must necessarily be stolen by the mailing postmaster; but as the road penetrated farther into the mountains, and letters sent from one office after another met the same fate, the foreigners grew frantic, and threatened to hang every postmaster in the vicinity, if necessary, to catch the right one. Alarmed at these threats, the postmasters themselves began to clamor for the arrest of the thief, and the postmaster at Jacksonville was especially loud in his howls for an inspector. He was a brawny mountaineer, and kept a hotel, as

well as the post office. He had accused all of the adjoining offices of the stealing and had seen a number of fights as a consequence. When the inspectors began work it was naturally supposed he would be a valuable aid, but as an extra precaution it was decided to test his office also. Accordingly several registers were together passed through his hands. When the carrier brought them to Jacksonville, the postmaster invited him to bait his horses and take lunch, which he did. Meantime the hotel keeper helped himself to the contents of the letters and passed them along empty to Weston; but the inspector got them first and immediately afterwards the thief. He had instantly concealed the money and it was not found. He was the politest man I ever saw, for while I was searching his pockets for the stolen bills, he asked me if I wouldn't prefer to take dinner first, as it was waiting and I looked hungry and tired. The evidence against him was not air tight, and he escaped the penitentiary by paying a large fine, and making good all the losses upon the route. He has since moved to another hotel in the mountains, and often invites me to come and go fishing with him."



A POSTMASTER IN THE MOUNTAINS OF WEST VIRGINIA.

The following, an older story (they must never be too new), used to be told by one of the best inspectors in the service. It is a story from actual life. Put in the inspector's words it is:

"In the month of February, 1882, a through registered pouch from Sabine City to Chicago, was rifled of one hundred and forty-four registered letters, containing in the aggregate more than $15,000. The rifled pouch, with a slit as long as a man's arm cut in it with a sharp knife, was found later on underneath the depot at Sabine City. The inspector-in-charge at Chicago was advised by

telegraph by the postmaster of Sabine City of the facts, and he also stated that a letter from himself to the United States sub-treasury at Chicago containing $1,100 was among the stolen matter. The $1,100 consisted of a $1,000 bill and a $100 dollar bill. The inspector-in-charge at Chicago telegraphed to every inspector in the division to report at once at Chicago. I was hurriedly advised of the facts, and instructed to proceed immediately to Sabine City to investigate the case. I telegraphed to the postmaster there, under an assumed name, to meet me at the Northwestern Hotel at 9 o'clock that night. I admonished him to keep the matter strictly secret; that I was registered under an assumed name, and that my business there would be that of buying a carload of horses to ship to New York.

"In this through pouch to Chicago was contained all the registered matter from post offices within a circuit of about fifty miles adjacent to Sabine City, and among the one hundred and forty-four registers stolen were those from many of these offices. In order to ascertain the contents of each registered package I had the postmaster get up a printed letter in his name to the several postmasters whence these letters came, and in due course we ascertained to a cent what was contained in every registered package. In a number there were jewelry, ear-rings, cuff buttons, watch chains and bracelets. Others contained money orders, bank drafts, checks, postage stamps, gold, silver and national currency, the total amounting to about $15,000. After a few days another inspector was sent to assist me, and we formulated a systematic plan of work, having engaged quarters in the upper front rooms of the Northwestern Hotel overlooking the depot.

"We ascertained that on the night of the robbery the pouch in question was receipted for by Railway Postal Clerk Wilson at the post office at about 5 o'clock in the evening, but that the train that was to carry it to Chicago was not due to pass through Sabine City until about 9 o'clock at night. This registered pouch was thrown on the top of all the other pouches on the transfer wagon, so that it could readily be taken care of at the depot, and at the depot it was thrown on top of the transfer truck for the same reason, so that it could be readily seen and be the first pouch to be thrown into the car. That night was one of the coldest of the winter. The train

did not arrive until about midnight. The truck was pushed into the baggage room to await the arrival of the belated train. In the baggage room there was no fire, but in an adjoining room there was a brilliant coal fire, around which the hack drivers and bus drivers, mail messengers and depot hands were congregated to keep themselves warm. On the arrival of the train the truck was pushed out to the car, and Clerk Wilson mechanically reached forward for the through registered pouch for Chicago; but it was not there, although he had receipted at the post office for it in his name at 5 o'clock in the evening. He reported the matter immediately and search was instituted without success.

"The next morning the empty cut pouch was found underneath the depot. It was a mystery that no one could solve. A list of all the employees about the depot was made by us, together with all the postal clerks, ex-postal clerks, mail drivers, bus drivers, draymen, baggagemen, conductors, and in fact everybody that had anything to do about the depot, or ever had had, and they were thoroughly canvassed by us 'horse buyers.'

"Days, weeks rolled by. At the hotel table, where we sat with a number of reporters for the daily papers of Sabine City, we joined in the general censure of the Post Office Department for doing nothing whatever to capture the thief. No one was more bitter against the inspectors than we were ourselves, because as 'horsemen' we had a right to express our feelings of resentment against a government so indifferent and dilatory. A number of clews were worked and run down from day to day. After days and nights of tiresome labor we at last made up our minds who the guilty person was. One Gideon Robertson, who drove the transfer mail wagon between the post office and the depot, was suspected. But we soon satisfied ourselves that he was innocent; in fact we took him into our confidence. Robertson had known us as Mr. Douglass and Mr. Brown, and had thought, of course, that we were purchasing horses for the eastern market. He became our fast friend, but had no suspicions. We questioned him and cross-questioned him. After a while he quite innocently remarked that on one occasion 'Shorty' Green, who was formerly a driver of the mail wagon, jokingly remarked to him that they could make a good 'haul' by going through the registered pouch. But 'Shorty' went further, and suggested that in the dark

lane behind the depot he could attack Gideon, and Gideon could make a show of resistance, and be overpowered, and that both of them could then rob the pouch together, and Gideon would be cleared, of course.

"Our attention was now entirely turned to 'Shorty' Green, whose real name was Fleming B. Green. He was then engaged driving a hack about the city. He was receiving $10 a week for his work, and had a family consisting of a wife and two children. We learned that he had purchased a house and lot, that he had bought a sewing machine, had laid in a good supply of coal for the winter, and was living in very comfortable circumstances. We became well acquainted with 'Shorty' in our capacity as horsemen, and found that he was playing billiards, something that he had never done before (and always getting beaten); and that he was drinking considerably, was, in fact, becoming an all-round 'sport.' His expenses were about $40 a week. He was negotiating a business which would entail an investment of a thousand or fifteen hundred dollars. He was to take a leave of absence and go with his family on a visit to Centreville.

"It had reached the night preceding the day when 'Shorty' was to start. He was breaking in a substitute to drive his hack. It was an extremely cold winter night and there was a 'show' in the public hall. 'Shorty' went to this theatre. We then made up our minds to proceed to his house, which was about a mile distant from the main portion of the city across Sabine River. At night 'Shorty' invariably took to his heels at the bridge and ran clear to his home, as if afraid of his own shadow. About 9 o'clock we reached his house; Mrs. Green appeared at the door. We asked her if Mr. Green was in. She said he was busy down town with his hack; he would not probably come home until 12 or 1 o'clock,—sometimes he stayed out all night. We rather abruptly walked into the house. She then offered us seats. We frankly told her that we were representatives of the Post Office Department and had come there to make inquiries about the mail robbery. This seemed to give her a sudden start.

"'Oh,' she said, 'Mr. Green doesn't know anything about the mail robbery.'

"'Well,' said we, 'perhaps he might give us some information. He was a former mail driver and was around the depot frequently.'

"'No,' she said, 'he doesn't know anything about it at all.'

"We then asked her where he was on the night of the robbery. She said he was at home that night early. We asked her how she could remember that he was at home that special night. She said she knew he was at home that night because she remembered that in the morning, when they heard the newsboys calling out about the mail robbery, he said nobody could say he had a hand in it, because he was at home. We had ascertained previously that 'Shorty' was at the Grand Hotel at two o'clock on the morning in question and had asked Gideon Robertson if it was actually true that the registered pouch had been rifled; and he told Gideon that he was not able to sleep after he had heard about it. We learned also, as a matter of fact, that he had not been at home at all after supper that night.

"We spent an hour talking with Mrs. Green. We dwelt particularly on the coal question for some reason, and she was so very much agitated (although she tried not to show it) that she ran her needle several times underneath her thumb nail. She assured us that when Mr. Green came home she would tell him of our visit, and if he had any information he would be only too glad to impart it. We bade her good-night and crossed back over the Long Bridge. Persons from the theatre soon began to pass by on their way home. Among the last we could see in the moonlight, approaching on the snowy sidewalk, the form of 'Shorty' Green.

"I walked out and tapped him on the shoulder, and said:

"'Shorty, I want you.'

"His answer was:

"'What for, sir?'

"'For the mail robbery.'

"'What mail robbery?'

"'Well, the mail robbery. You know what mail robbery I mean. Where the pouch was cut several weeks ago. We thought perhaps you could give us some information about it.'

"'Why, I know nothing about it, sir.'

"'Well, we would like to have you go down to the Northwestern Hotel with us.'

"It occurred to us that if he had been an innocent man, his first impulse would have been to invite us to his house. But he fell in with my comrade, and I dropped behind. As we neared

the hotel, 'Shorty' remarked that we had better go around to the back door, as the hotel office was full of traveling men and others who had come from the theatre; and this seemed to us another evidence of his guilt, for if he had been an innocent man, he had nothing to fear by going through the office. But we went up the back way, walked into our room, turned the key, and asked him to remove his overcoat and take a seat. We then directed his attention to our quarters. He could see that we had a good outlook covering the depot.

"We then plied question upon question, and cornered him at every turn. His explanations of his whereabouts on the night of the robbery were so conflicting and unreasonable that he could hardly tell us his name distinctly. He at last braced up enough to say:

"'Why, you don't think I robbed that pouch, do you?'

"We said to him:

"'Shorty, we not only think that you stole it and robbed it, but we know it, and now you are in a proper position to confess; you may as well make a clean breast of the whole business and tell us all the facts. We have been over at your house all this evening. We have conversed with your wife on this subject for several hours, and we have such facts that it will be impossible for you to escape; and the very best thing that you can do is to tell the whole, unadulterated truth. Now, 'Shorty,' why did you rob that pouch? What possessed your mind to do such a thing?'

"Tremblingly, and with quivering lips and tears rolling down his cheeks, he admitted that he was guilty.

"'Well,' said we, 'we knew it. Now, if you are going to be straight from now on with us, we will treat you the very best we can; but we want you to make restoration of every dollar and every article that you took from those registered packages.'

"He was ready to proceed with us to his home, where he informed us the money was hidden underneath the coal in his coal shed. We searched him and satisfied ourselves that he intended to do as he agreed. He said that he had spent about $150 of the stolen money, but that the balance was still hidden away in the coal.

"Upon reaching the house, we found Mrs. Green and the neighbor still awaiting 'Shorty's' arrival. 'Shorty' said to his wife that

he had been arrested for stealing the mail pouch. She acted like a person devoid of reason, uttered cries, reached suddenly out to take up a revolver that lay on the bureau; but I had it in my pocket in a second. She moaned and cried terribly. The neighbor, the woman who was calling, made her exit very quickly. We told 'Shorty' we could not waste any time, but wanted to secure the contents of the stolen registers. With lamp in hand he proceeded to the coal shed. 'Shorty' began shoveling the coal. Soon he reached a large package done up in a calico dress. We took the package and 'Shorty' back to the hotel, but before going we told him that there were some bracelets missing.

"'Oh,' Mrs. Green said, 'I have those;' and between the mattresses of her bed they were snugly tucked away. Watch chains and other jewelry, he said, were thrown away in the river.

"We arrived at the hotel about half past two in the morning, and with the newspaper men and hotel clerk, counted the money. The thousand dollar bill and the one hundred dollar bill that the postmaster had mailed in his registered letter to Chicago, were found intact, as well as all the contents of the other registers, with the exception of about $150 and the jewelry that had been thrown into the river. It was too late to put 'Shorty' in jail, so he spent the night with the inspectors. But there was no sleep for him, and there was none for the inspectors, either. Before daybreak the newsboys on the streets were calling out the news of the arrest of 'Shorty' Green for the robbery of the mail pouch. It was anything but music in his ears.

"This robbery had been the main topic of conversation in all Sabine City ever since it occurred, and now that the horse dealers had turned out to be post office inspectors, and had arrested the robber, recovered the money, and got a full confession from the accused, it was a revelation to the good citizens of that busy and enterprising Western city. After breakfast it seemed as if the whole of Sabine City poured into the hotel and up through the corridors, to get a view, not so much of the prisoner as of the officers, and a regular reception followed. 'Shorty' Green was indicted by the grand jury, pleaded guilty, threw himself upon the mercy of the court, his wife appearing with her little children in the court-room every day during the trial; and the fact that he had made restitution, had formerly borne

a good name, and was generally popular, caused the court to give him only one year in the penitentiary."

About the year 1881 a young man named Herbert Morton was assistant postmaster at Pierre, Dakota. He moved in the best circles of that town, and had the confidence and respect of everybody. After working for a number of years in the post office, he applied for a leave of absence, which was duly granted by the amiable postmaster. After his leave had expired he did not return. Inquiries from the Department came to the postmaster relative to the issuance of numerous money orders of large denominations, which had been paid at different post offices throughout the country, that purported to have been issued at the Pierre office. Upon examination it was found that no such orders had been regularly written up at that office. It was evident that young Morton had gone with the intention never to return. The postmaster ascertained that blank money orders and advices had been removed from the back part of the book,— so systematically that he did not detect it until the receipt of this information from the Department, when he found that orders amounting to about $1,500 had been surreptitiously abstracted. A number of inspectors were detailed to work up the case. A full description of Morton was printed and sent to all the important money order offices in the United States, offering a liberal reward for his capture; but it was without avail.

Several years rolled by, with no trace of the fugitive. Finally, an inspector of the Department had occasion to visit his brother at Kansas City, Mo., to spend New Year's. "After talking over our personal affairs," he says, "the conversation drifted into other matters. New Year's eve, when we were about ready to retire for the night, my brother remarked that he had before him the sad duty of caring for the dead. It was an old and warm friend of his, whom he was very intimate with when he was agent of the Northwestern Railroad at Pierre, Dakota. It was Herbert Morton! I asked him if Morton was assistant postmaster there. He said that he believed Morton did go into the post office to work. I told my brother that I believed Morton was the young man whom the post office inspectors had been looking for for several years, and I related to him the story of Morton's crime. He was incredulous, of course, but we pursued our inquiries. Morton's body had been found lying frozen

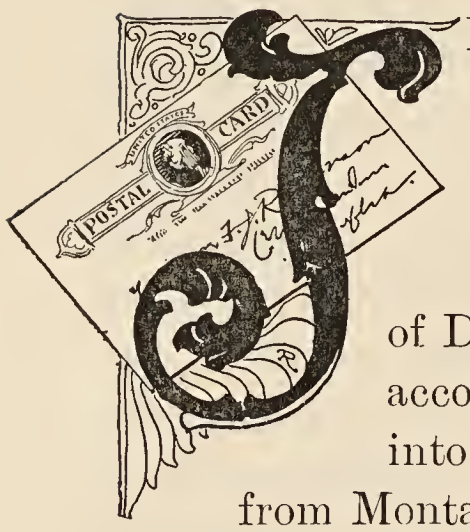
between two haystacks near Independence; the man had worn a coarse suit of clothes and a cap with a brakeman's badge of the Atchison, Topeka & Santa Fé Railroad; and his hands were hardened as if by a brakeman's labor.

"The news of the discovery of the body was published in the Kansas City papers. Among the trivial effects found upon him was a photograph of a woman, whose name was written on it, and the photographer's card, at Reedsburg, Wis., readily led to the man's identification. My brother, being aware that Morton was engaged to a young woman at Reedsburg, Morton's boyhood home, and as this was published in the Kansas City papers, his attention was at once attracted, and he went immediately to the embalmer's to identify his old friend. He positively identified him by a scar upon his neck.

"I telegraphed the facts officially to the Department and to the inspector who had the case personally in charge. I also telegraphed to Morton's father, who was a highly respected clergyman, that I would await such directions as he might give me. The old gentleman requested that his son have Christian burial, but said it was impossible for him to be present.

"My visit in Kansas City was prolonged on account of the revelations in this case. I learned that a young woman figured prominently in the matter; that she had known Herbert Morton in Pierre, and that he had become enamored of her. I learned that she was then in Kansas City, and was known by several aliases. After diligent search, I finally found her. She said that she had seen young Morton in Kansas City and along the line of the Atchinson, Topeka & Santa Fé road; that she had acted as a detective, and had from time to time been disguised as a newsboy on the train or as a fireman on the engine. She went with me to the embalmer's and identified the body. I have always believed that this young woman knew more about Morton's death than has ever come to light."

APPREHENDING CRIMINALS; PREVENTING CRIME.



THE following story of an old-timer, one of the cleverest and bravest of all the inspectors, illustrates another phase of this most exacting service:

"After the discovery of gold in the Black Hills, in the then territory of Wyoming, the city of Deadwood had assumed metropolitan proportions on account of the thousands of miners who had rushed into that country. Miners from Colorado, from Idaho, from Montana and from the Pacific slope had flocked there in anticipation of making great discoveries. The great Homestake mine had been prospected and found to be fabulously rich in gold.

"A mail route was deemed a necessity and one was established, running from Cheyenne, via Hat Creek and Rapid City, to Deadwood. The service had been increasing and was made daily. A rival line was soon put in operation, running from Sidney, Neb., to the Black Hills. Both of these routes for nearly their entire distance passed through an Indian country, and the Sioux Indians were not regarded as friendly, and did not look kindly on the invasion of what they regarded as their exclusive country. Many of the valleys were rich in game, but up to the discovery of gold no white man had attempted a settlement, though the country was well known to old mountaineers like Bridger, Beckwith and others, but little by the outside world.

"The establishment of these mail routes was attended with much danger. As soon as the fact became known that gold was being sent from Deadwood to the 'States' the road agents began their work, and it was not an uncommon thing for a stage to be 'held up' twice in one night. The Indians, too, were very troublesome, and it became necessary, especially on the stages in which gold dust was carried, to put on a guard for protection, and many a fight

ensued. They were often compelled to repulse attacks from Indians who were trying to prevent the permanent settlement of the country in and around the Black Hills, which they knew would destroy the game in their favorite hunting grounds.

"During this time I received instructions to make a trip to Deadwood for the purpose of investigating the loss of some registered mail from Deadwood to the 'States.' I left Cheyenne and proceeded with the stage as far as Hat Creek, where the mail was supposed to



"FLOCKED THERE IN ANTICIPATION OF MAKING GREAT DISCOVERIES."

have been lost while in transit. There I learned that the Indians had made an attack on the stage a short time previous, and had killed the driver and secured all of the mail, which they afterward burned. Having become convinced of this fact, I saw little more to do as regarded the investigation, as I knew of no way to discover what Indian or Indians had committed the offence, and so reported to the Department. I continued the trip to Deadwood, however, arriving there at the time when there was considerable excitement over the Indian difficulties. For several days after my arrival there was not a single passenger leaving by stage. I concluded that I

would return by the Sidney route, although that carried me nearer to where the Indians were supposed to be located. I went to the office of the stage company and they informed me that they should run out a stage next day, but that nobody had as yet booked as a passenger, and that the probabilities were that if I went I would be the only one, with the driver, going through.

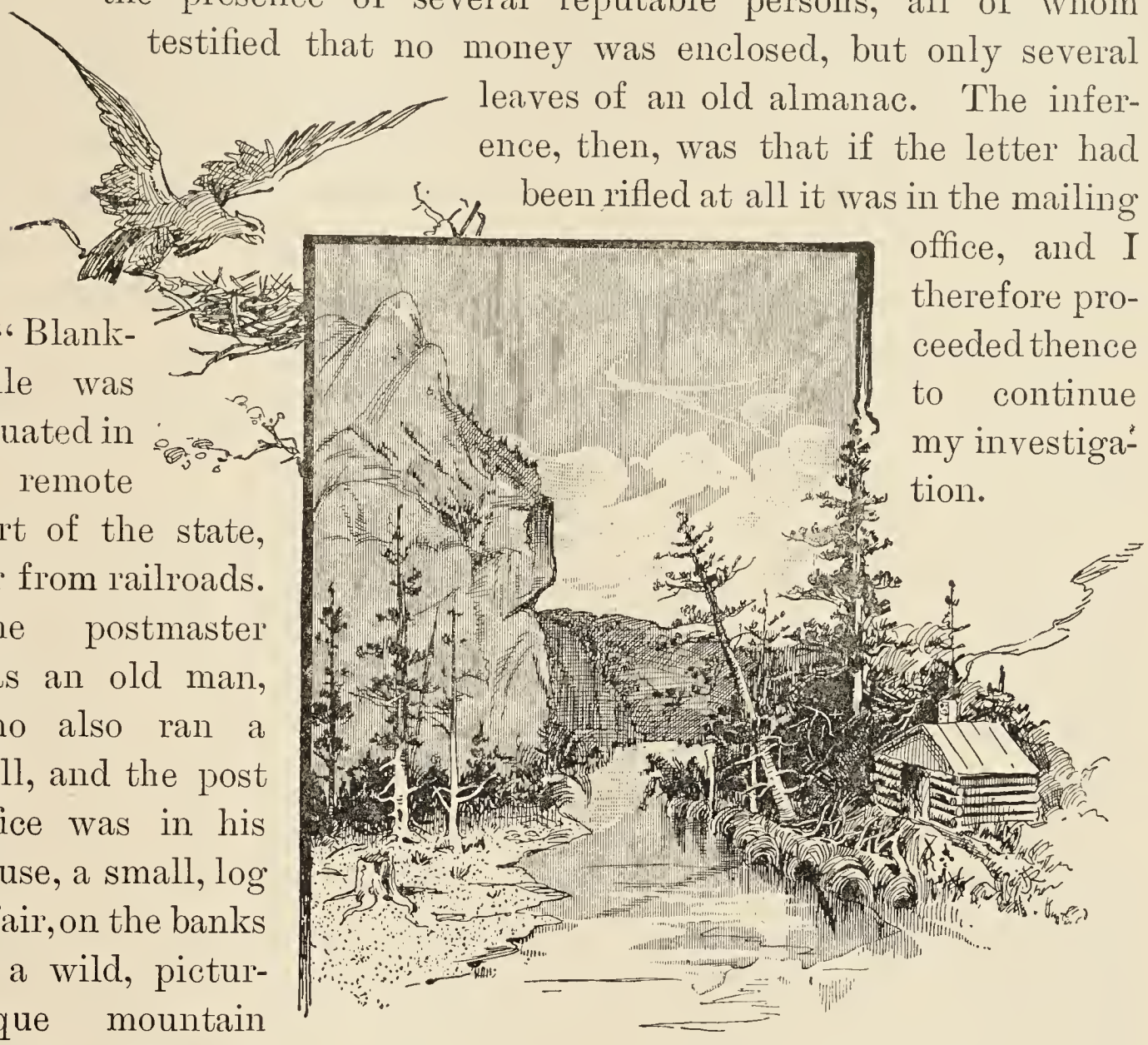
"I instructed the agent to put my name on the way-bill. I would start, at least. During the afternoon of that day four or five people called on me at the hotel and inquired if it was my intention to leave for the 'States' next morning. I assured them that that was what I intended to do, and after considerable conversation they informed me that they were also anxious to go, and concluded that if it was safe for a special agent to make the trip, they too would take the chances. We again went to the stage office and the agent informed us that he would supply each one of the passengers with a Springfield rifle, which would enable us to protect ourselves from any small raiding body of Indians that might attack us.

"The next morning we started with five other passengers from Deadwood, all armed with Springfield rifles. I soon became aware of the fact that there was less danger from Indians than from my fellow-passengers, as but few, if any, of them were accustomed to handling fire arms, and the discharge of a gun was not an uncommon thing on the occasion of the sudden discovery of a rock or stump which was mistaken for an Indian. With a great deal of effort on my part I succeeded in having each man withdraw the cartridges from his rifle, and the trip from that on became much more pleasant. Still none of us were particularly happy, nor did we feel safe until reaching the military post known as Fort Robinson, which had been established for the purpose of holding these Indians in check. We reached Sidney without having seen an Indian, although the stage following was not so fortunate, being compelled to fight on several occasions; but it succeeded in getting through without the injury of any person."

Another of the sharp, true fellows on the inspector force says:

"Complaint had been made that a registered letter containing $40 in currency, mailed at a small post office in western North Carolina, and addressed to a well-known firm in Asheville, had been rifled. The matter was given to me for investigation. As is customary, I

first made a close inspection of the R. P. envelope and the letter envelope in which the money was said to have been placed. There was not the slightest evidence that either had been tampered with. I then went to see the merchant in Asheville to whom the letter was addressed, and was assured that the letter had been opened in the presence of several reputable persons, all of whom testified that no money was enclosed, but only several leaves of an old almanac. The inference, then, was that if the letter had been rifled at all it was in the mailing office, and I therefore proceeded thence to continue my investigation.



"HIS HOUSE, A SMALL, LOG AFFAIR."

"Blankville was situated in a remote part of the state, far from railroads. The postmaster was an old man, who also ran a mill, and the post office was in his house, a small, log affair, on the banks of a wild, picturesque mountain stream. His two daughters assisted him in the office, and the reputation of the family was excellent. I questioned them all very closely, however, and as one of the many requisites of an inspector is to read human nature, I soon made up my mind that the letter had not been interfered with in that office.

"I next made inquiry as to the character of the person who sent the letter. His reputation was not good; he was described as a lawless and desperate man, who was in debt and would not hesitate at anything. I made up my mind that he had never mailed the money as he claimed. I drove to his home, and was informed that he and a

number of other men were working on the road some distance away. His wife said, however, that she had seen him put the money in the letter in question, but did not see him seal it.

"I then drove towards where the men were at work, and found them eating dinner at a spring. I left the buggy some distance back, and approached them on foot. My man was pointed out to me, and I got him to go with me down the road away from the rest; he proved to be a great, strapping fellow, over six feet in height, and very powerful looking, with a decidedly ugly appearance. Reaching a secluded spot, I asked him a number of questions about the letter, and his answers were very decided that he had put the money in the letter, even describing the notes, and endeavoring to throw suspicion upon the aged postmaster at Blankville.

"Finding that my questions resulted in nothing definite, I determined upon a more heroic treatment, and, looking him full in the eye and pulling out the almanac leaves, I said:

"'My friend, you have evidently made a great mistake. You were under the impression, when you put these leaves in your letter instead of the money, that the Government would pay you back for your supposed loss, but it does not hold itself responsible for losses of registered letters; so that if you had put the money in, which I know you did not, you could not have recovered it, if it were lost.'

"All this time I was looking him full in the eye. For a moment nothing more was said by either of us, but I could distinctly read his thoughts, and during that moment I knew my life was in peril, for to prove a man a liar in that country is just as dangerous as to call him one. But I never let my eyes waver, and presently I saw his eyelids twitch, and I felt that my danger was past. Without a word of acknowledgment, his expression plainly admitted his guilt to me, and finally saying: 'Well, it's pretty hard for a poor man to lose that amount of money,' he invited me to go home and take dinner with him. I declined; and there my case was closed."

Some portions of North Carolina are infected with illicit distillers. An inspector approaching them is in danger of being mistaken for a revenue officer and treated accordingly. One inspector, speaking of this, says:

"I had a case there where it became necessary to hunt up a man and his son to get their testimony. Accordingly I secured a horse

and buggy at Albemarle — and with a man to drive me started off in search of my witnesses.

"Reaching their residence I was told that they were down the road a few miles, at a neighbor's house; so I drove on in the direction indicated. In due course of time, we reached the neighbor's house, only to be informed that they were still further down the road; but no definite direction could be obtained. I concluded, however, to keep on. As we left the main road, the hills became steeper and wilder, and I noticed my driver getting very uneasy, looking around on every side, as if he expected trouble. Presently he broke out with:

"'Say, stranger, do you know this is a dangerous business you are on? These yer people all take you for a revenue, and they are just as likely to shoot first, and then ask about you afterwards.'

"'Is that so?' I asked. 'Well, there is one thing satisfactory, anyhow.'

"'What's that?' he inquired.

"'If they do shoot, they are just as likely to hit you as me.'

"Jehu scratched his head a moment, and after taking it all in, replied:

"'That's so, but I don't see what in thunder that's got to do with it.'

"I ordered him to drive on. Presently the road faded away to a mere trail, the surroundings became wilder, and I concluded that our further progress was useless as well as hopeless. Seeing a small rise of ground in front, however, I decided to reach that and take a good look around. Just as we got to the summit, there suddenly appeared before me such a wild, weird scene that I shall never forget it. Right in front, and not more than a dozen yards away, rough-looking fellows were busily engaged distilling brandy. It was a secluded spot, with the high-wooded hills closing it in from any distant view.

"The fellows gazed keenly at me with startled looks. It was a critical moment, and I knew there was no time to hesitate; for they belonged to a class of men who do not consider consequences when it comes to self-protection. So, ordering my driver to stop, I leaped out of the buggy, and before they had time to recover from their astonishment, I was in the midst of them. My manner assured them of my peaceful intentions. The men I was after were there; I secured my evidence, which they were very willing to give. But

before I left them one of the party slipped around to the driver, and inquired thoroughly about me, and after being satisfied, wanted to sell him some peach brandy at fifty cents a gallon."

Another says :

"I go back to the time while I was in the Railway Mail Service. There was at that time an organization in West Virginia called 'Red Men,' who were banded together for certain purposes known only to themselves, and persons joining the lodge were compelled to



ON HORSEBACK OVER THE MOUNTAINS.

take one of the most terrible oaths that could possibly be administered to anyone. These 'Red Men' had whipped a number of persons, burned some barns (and also two or three private residences), and had become a terror to almost the entire county of Barbour. About this time the carrier on the star route from Beverly to Webster was held up, the mail pouch robbed by masked men, and a number of registered letters taken. We found that the 'Red Men,' one Mr. Price, one Mark Kettle, and a man by the name of Hoffman, were at the Belington office when the carrier passed on the day of the robbery and left about the time he did. These men were also known to be leaders in the order of 'Red Men.' We finally secured suffi-

cient evidence to warrant the arrest of the three. In the meantime, it had gone out that government officers were in the county, and I allowed that we had better make a strike. The inspector-in-charge told me he could not ride horseback and I would have to go. I said all right, and an inspector and a marshal and myself started out. We rode pretty fast, for we had been notified by the district attorney that we would have trouble; that the men we were after would kill if they could; that they had been in the Barbour County jail and their friends came down and broke open the jail and took them out. My fellow inspector was riding his first horse; and we were riding at a brisk trot, when I noticed that he could not keep his seat in the saddle, and said to him:

"'Tom, why don't you keep in the saddle?'

"He replied:

"'I can't. Don't you see that when I go up, this horse goes down, and meets me on the rise, so I never get down?'

"But we got there, and got all three of our men and landed them in jail. The next day they were tried and convicted. Price got ten years, Hoffman nine, and Kettle five in the penitentiary."

Says another:

"I was looking into a case of rifling registered letters and traced it to a colored boy about sixteen years old, who had been 'carrying' on a star route in Southern Alabama. I went to his father's house and was told that the boy was in a field, hoeing cotton. I struck out and finally came across him and found he was a dwarf. But I concluded I had better take him with me and perhaps I could recover some of the stolen property. I told him I was an inspector. Then he called out, 'O mamma,' and a colored woman (weight three hundred pounds) came up. And the boy said:

"'Mamma, the big boss is gwine to take me. He says I done stole sumfin.'

"The old woman said: 'Look heah, mister, dat boy nevah done stole nuffin. I knows he nevah did. I done raised dat boy right, and if you tuk him you tuk me long too.'

"I said I guessed I could carry her and the boy. I had a mule about the size of a good, big dog, but I thought we could all three ride him, and the boy went with me. But we did not prosecute him on account of his size and ignorance.

"Another of my adventures was on a star route in Southern Alabama. I had traveled from 6 A. M. to 10 P. M., and it was so dark that I couldn't find my way; so after looking around, I discovered a light, and, by letting down fences, I finally reached a house, or rather a cabin, and hallooed at the top of my voice. Finally an old man came out, and I asked him if he could keep me over night. He said he was not in the habit of keeping people, but as I was a stranger, he would let me stay. I tied the mule and gave him some corn fodder and went in and found the house occupied by a white man and woman. I asked for something to eat and the woman gave me some corn bread and buttermilk, and what she called 'turnip-greens.' I enjoyed my supper (not having had any dinner), and then went up what they called stairs. There were only two rooms in the cabin. The upstairs room was a kind of an attic, but I lay down and went to sleep.

"I was soon aroused by someone trying to get into the room, as I supposed; but after listening some time, I again went to sleep. I was again aroused by someone trying the door, and asked who was there and was answered by a growl. It was the dog! I struck a match, and then the dog began to bark and spring at the door. I expected it would give way and let him in. I was unable to find an outlet, but I heard a movement below, and soon the old man came up with a light and asked me what was wrong. I asked him if he would be kind enough to take the dog downstairs. I could see by the tallow dip he carried one of the largest bulldogs that ever devoured trouserings. I waited for daylight, called for my mule (but not for breakfast), thinking only of putting distance between myself and that ferocious canine."

"Sometimes an inspector will stumble upon clews most curiously. There had been a great number of losses reported on a star route once, and several vain efforts had been made to catch the thief. I looked over the reports in the case, and concluded I would take a new plan of action. I left the railroad several miles above the office where the star route came in, and there procured a horse and buggy and started out. A terrible wind and rain storm came up, and, crossing a stream, the water ran away over the buggy and I got very wet and cold. But I drove up to a little store and asked permission to dry my clothes and get something to eat for myself and horse.

"While waiting I fell into conversation with a young physician and soon found him very talkative. He told me that about once a week he would go to the railroad and have a good time. He finally told me about a game of poker that he had enjoyed on his last trip to Blacksville, and he said:

"'W'y, I broke the crowd, and Joe (calling the assistant postmaster by name) had to pay me in stamps, ten-cent stamps, and I would hold them until Joe got money enough to redeem them.'

"Joe did not redeem them, for I had him 'in' in three days, and he's learning a trade now.

"We once had a complaint from a man in Missouri in regard to a land and lumber company. I found that the person complained of was using a letter head of a company representing themselves as owners of one million acres of timber, coal and iron ore land, with a capital of $250,000. The fellow turned out to be a crank, but he had taken in shot-guns, molasses, fine setter dogs, flour, boots, shoes and numerous other articles. I found he had received by express and freight at different times large quantities of goods, and at the depot I found a crate of tinware and agricultural implements of various kinds marked to his address. His last speculation related to ten head of Jersey cows. All the necessary evidence was in, but he 'played the crazy racket' and got clear — although he was bright enough to secure about seven thousand dollars' worth of stuff and money.

"The greatest fraud I have ever come in contact with was that of 'The Financial Coöperative Company' of Dashtown. This was an order where you were supposed to pay in fifty dollars and in four or six months draw one hundred dollars. The swindlers had a fine office elegantly furnished, boarded at the best hotels, gave wine suppers, and swindled people out of between three and four hundred thousand dollars. Eight arrests were made; but the 'president' of the company went to Europe, and left the others to work out their own salvation.

"Another fraud, worked in West Virginia. A post office box was rented and all mail addressed to J. Smith was put in it. We found that this box had been rented by two well-known young men, who were carrying on the merchant tailoring business, both active church members, and one of them at the head of the Young Men's Christian Association. They put this notice in various papers:

"'The West Virginia Investment Company. Send 25 c. and you will receive full instructions.'

"We found that J. Smith was a myth and that the two young men were in fact J. Smith. To our letter asking what to do the answer came back:

"'Fish for suckers as we do.'

"Well, we fished, and had the fellows dangling at the end of our line in very short order. His honor gave them $50 and costs each, which they did not mind. It was the exposure that hurt. Some of the old church members are still after them.

"I had been out on a long trip in the back country once, and looked pretty rough when I got on the cars. Having a gray beard and wearing a skull cap, I attracted the attention of a little girl about nine or ten years of age, who finally came up to me and asked if I was Santa Claus. I told her 'No,' and she then asked me if I was not some relation of his, and, falling into the humor of the thing, I told her I was one of his clerks. She then described a doll that she had received the previous Christmas, and insisted that I ought to remember it; and finally she accused me of taking it, as she said it had been stolen. She wanted to know if I would bring it back next Christmas. I promised that she should have another doll."

More stories by another:

"An inspector was detailed to inspect some fourth class offices in Northern Alabama; and one dreary, wet evening, peculiar for its murky, sticky feeling, he set out for a post office on Sand Mountain about twenty miles from Guntersville. The only vehicle he could procure was an ox team with a certain indescribable paraphernalia, called a 'rig,' attached to a so-called wagon, that must have been a legacy from Cortez, or some of the ancient Spanish settlers. The appearance of the driver was indelibly impressed upon the inspector's memory. About six feet high, with trousers that revealed a long distance of bare leg and half hose between their lower edge and his shoes, knotty hair reaching to his shoulders, a full-grown, untrimmed red, shaggy beard, shabby and ill-fitting shoddy clothing, topped with a broad-brimmed slouch hat, he appeared anything but an inviting companion for the dreary ride. His long Winchester rifle

was most tenderly handled. In reply to a question, why he brought it along, the answer was:

"'Stranger, I guess I knows whar I'm going. I might want to shoot somethin'.'

"'Any good game about here?' the inspector ventured to inquire.

"'A good number of skunks over there near Buck Snort Post Office, and some powerful mean ones at that. Say, boss, I reckon you are one of them moonshine agents, aint you?'

"The inspector refrained from pressing any further questions. From the general conversation, however, he was led to the conclusion that the late war was not yet over.

"The road had not undergone any modern improvements, and it severely tested the strength of the rig; but with the exception of the loss of three spokes from the wheels, the team arrived intact. The structure designated as the United States post office was a three-room wooden house, in which the postmistress kept a general store for the sparsely populated neighborhood. In front of the building was congregated a crowd, men, women and children, typical representatives of the Southern mountain regions. The men chewed tobacco and whittled sticks, the women, with snuff boxes and wood brushes, divided their attention between caring for their children and criticising the labors of two men and the postmistress, who were intently engaged in slaughtering what was described to the inspector as 'a three-year old,' the second killed that year, and in 'rousing steaks' for supper. The whole scene was reflected from huge pine knots of resinous wood that sputtered in the drizzling night.

"The postmistress (as soon as she could conveniently leave her employment) came eagerly forward and gave the officer an hospitable greeting, extending her hand with a 'Welcome, stranger.' With the object of his visit she appeared to be anything but pleased.

"'Why, you 'uns think that we 'uns can't keep a post office up here.'

"'Oh, I don't think the Department labors under that belief,' the reply was.

"'Well, why did you 'uns send that long-shanked officer up to me some six months sin' to ask why I was out in my accounts?'

"'I have nothing to do with anyone who came here before,

madam,' replied the officer; 'I have been ordered to examine this office, and with all due courtesy to you, I would like to do so.'

"'Come with me,' she replied grimly, taking a pine knot to light him into the post office.

"The woman conducted the inspector into a room totally devoid of furniture except a large oaken bedstead in one corner; and, lifting up the curtains tacked around the bed, extracted from below a large cheese box containing three or four letters and a few postage stamps. Throwing off the cover, with tragic tones, she exclaimed:

"'Here's the post office; now inspect. I jes got in twenty-three cents last quarter, and it cost me twenty-five cents to swear to my account. Take the post office. You can have it; I don't want it.'

"The inspector attempted to soothe the irate woman, and the smell of supper wafted through the open doorway considerably helped his good intention. In a few minutes came a cordial invitation to sit down.

"The slaughtering of a beef in that neighborhood seemed to be an event which called for the presence of a large number at the table, but as the meal progressed the inspector carefully scanned the countenances of these men, and from a few remarks let drop, came to the conclusion that he had stumbled on a moonshiner's camp. His predictions were soon verified; for immediately after supper a demijohn was produced, and a gourd full of corn liquor was presented to him. He was not a prohibitionist, but the smell of supper, of kitchen, and of surroundings were enough. So he respectfully declined to drink. One of the roughest men present, who from the respect shown him by the others seemed to be a leader, with a horrible oath, said:

"'You must drink with us, stranger.'

"The officer thought it best to say:

"'I guess I'll have to go you, old man.'

"The crowd became hilarious. The officer soon noticed signs passing between the leader and a short, crop-haired, bull-dog-faced individual, who looked askance at him. As soon as an opportunity presented itself, the inspector gave a sign to the leader, who in turn seemed to be astonished; and his demeanor toward the officer changed as the latter asked him what the mysterious signs meant. The reply of the moonshine chief was quiet but startling:

"'Ther jes calculating whether to shoot or hang yer.'

"'For what?' was the startled question.

"'Ther ginerally opposed to revenue officers.'

"'But I am no revenue officer; I belong to the Post Office Department,' was the answer.

"On the ties of Masonic brotherhood the inspector was invited to a secret conference outside, when the leader said that his explanations, which were supported by the testimony of the postmistress, were acceptable to the 'boys.' Then the hand of good fellowship was extended to him. The female portion of the party had been listening to the soothing tones of an asthmatic old violin, and as soon as the inspector's case had been decided, he was regaled with the pleasant strains of 'Dixie.' After a grand flourish at the coda by the mountaineer violinist, the officer ventured to ask if the audience had ever heard the second part of that tune. A negative reply, and then he quietly proposed to favor them with it. A girl with a yellow dress on, standing near by, exclaimed, as he took up the violin:

"'My lord, gals, aint that fiddler pooty?'

"The inspector blushed, but after repeated efforts, with the addition of a new G string which he had in his pocket, he succeeded in getting the instrument into reasonably tuneful order. As the strains of 'Marching Through Georgia' fell upon their ears, though, he began to feel that their late decision as to his fate would be reversed, and the previous question made debatable again. However, music had charms to soothe the savage breast, and the listeners, having witnessed his musical skill, set aside all feelings but enjoyment, and the inspector's exertions were taxed to the utmost to keep the fun going 'fast and furious.'

"In the post office sleep refused to come, as all the geese, cats and dogs in the neighborhood seemed to be holding uproarious conclaves under his room; for the house was mounted on stilts or upright poles, and as the cattle that had gathered outside to mourn over the departed one bellowed mournfully, the inspector's thoughts wandered towards wife and home. As they never closed any doors in this neighborhood, he had a full view of all the house, and he found how such a large number of guests could get so much rest in such contracted quarters. They slept in relays, each section of the party indulging in a 'cat nap' for the period of an hour.

"After a nowise hearty breakfast the officer was conducted by three of the male portion of the party for about five miles on foot by a different road than that by which he came, and, after repeated assertions that he was not a revenue officer, a saddled horse was put at his disposal; and so he reached Guntersville. The most astonished individual that he met that day was his quondam Jehu of the



"THE HORSE TRAINERS ATTEMPTED TO ARREST THEIR FLIGHT."

night before, who seemed relieved, though puzzled, that the inspector could still be in the flesh.

"The Sand Mountain post office was discontinued."

One of the experiences of another:

"Wawkeya is a little village on the St. Paul road. Mail trains pass between 8 and 9 P. M. The pouches are left in the depot all night and carried to the post office in the morning by the agent. About eleven o'clock one October night a pistol shot was heard in the direction of the depot. Soon after, a man appeared in one of

the saloons and stated that his 'butty' had been shot and was on the depot platform. A lantern party found the wounded man, and he was carried to a doctor's office. The ball entered the hip, but missed a vital point. In the morning the mail pouches were found in a vacant field about three hundred yards from the depot, cut open and rifled. A new jack-knife was found in one of the sacks.

"The companion of the wounded man made a statement. They were horse trainers, had followed the races, 'gone broke,' were working towards Chicago. About ten that night they went to the depot to board an east-bound freight train. As they were crossing the platform two men emerged from the freight door, one of them carrying a large bundle which looked in the uncertain light like mail sacks. The horse trainers attempted to arrest their flight. In the altercation they were worsted. His comrade struck and then shot. The marauders retreated firing. A clear description of the men was given. The wounded man had a new knife; the other had a razor.

"I was ordered to the spot at once. I endeavored to interview the men, but they stood on their records and refused to talk. Two boys said they heard a pistol shot when the pouches were found at the depot. Spots, apparently of blood, were found in the same place; small evidence to convict men on. But a crime had been committed. They were there before the robbery. They were there after the robbery. Were they there in the robbery? Sufficient was brought out to hold them before a United States Commissioner. They were held, and I went groping in the dark for evidence.

"They claimed they came from the West. I went west and obtained faint trace of them along the way. In Iowa I learned that a store had been broken into ten days before and a large quantity of silk wear, razors, knives, etc., taken. The two knives and the razor were submitted to the merchant. They looked like his. A good lead! Where were the rest of the goods? I identified these men as being in this Iowa town on the day of the robbery by fairly good witnesses, and then worked the express offices back again on the line. At Prairie du Chien the evidence showed a package sent to Chicago, Ill., to the name given by the wounded man. I went to

Chicago and learned when, where, and to whom this package was delivered. It was delivered to a woman in a shady locality who posed as the mother of one of the suspects. Much valuable time had elapsed, and it was doubtful if the goods were still in reaching distance. The idea of a search warrant was abandoned, and in the early morning I handcuffed a friend, who took the part of a captured confederate and informant, and who 'guided' me to the spot.

"Inquiry for the woman was met with the information that she had gone out and would not be back until night. The prospect was not inviting, but I established myself with my friend, the criminal, as a fixture. After a wearisome delay the opposition weakened, and the woman appeared from a back room. The situation was fully explained to her — the capture of the whole gang, the dangerous wound of her son, the enormous advantages to be derived from giving up the goods, etc. The informant got in his work on the 'aside,' praying her to give in. Yes, she had the package ; hadn't opened it. She brought it in. She was too willing. It contained a pair of old trousers, a vest, etc., rolled up in the original package. It would be tedious to go further into the details of the controversy. We labored long and conquered. She sent the girl out somewhere in the unknowable regions of Chicago, got the goods, and brought them in. One 'criminal' was relieved, and the chains were tightening on two.

"The merchant in Iowa identified the goods as his. They compared the knife found on the mail sacks and the knife and the razor found on the defendants. Twenty-five or thirty witnesses were called to fill in little links of evidence. The trial lasted five days. The defence was ably conducted. The jury found defendants guilty, and they were sentenced to five years at hard labor. On their way to the penitentiary they confessed that justice had not miscarried."

Other stories by one of the good men :

"I was on an important green-goods case, where the postmaster had been invited to assist New York green-goods people. They offered him $600, and he turned the bid over to the Post Office Department, and Leffin and myself were selected to go to Olga, Michigan. The postmaster was notified that we had come up there on business,

and we took him into our confidence. We asked the postmaster to accept this tender of $600 from the New Yorker.

"The green-goods men sent out a letter-head, in which they called themselves the Coal Hill and Trust Company, having ten directors and ten trustees, whose names appeared on this letter-head. Our scheme was to decoy these people from New York to get the accumulation of mail at Olga; so we fixed up a letter, which the postmaster sent, saying he was fearful that the inspectors would come up and demand the mail, and that he thought the best thing they could do, owing to the fact that he was not on friendly terms with the expressmen, was to come out and express their mail to New York themselves. The best thing they could do was to come and get their mail.

"Then they opened up on the postmaster. They said: 'What will the Postmaster General think of you when we go down to Washington and tell him that you have offered to help us for $600 a year, and that you weakened and backed out?' The postmaster replied that they could go to the Postmaster General. Then they sent several letters signed with alleged signatures of the chief inspector and the attorney general; and finally the inspectors got another letter from New York saying that they proposed to write letters to such and such people, showing what kind of a postmaster they had at Olga. The postmaster replied to that, that he didn't care what they did. Along came a telegram then, saying: 'We will be with you by the 15th.' Soon he got another, this from Buffalo, giving the hour of their intended arrival.

"Friday morning early the fellow walked into the post office at Olga. He said:

"'Is this Mr. Shippen? My name is Mullen, and I see you recognize me. I want my brother's mail.'

"That was not his brother's name, but he kept on:

"'You know who I am when I tell you I want my brother's mail. He told me to give you forty more.'

"He pulled out $40, but did not lay it down.

"'If you will have that mail wrapped up, like an express package,' he said, 'I will be in about eight o'clock. I will ask you for the mail and be gone about my business.'

I chased the fellow after he left the office and halted him. I

told him I was a Government officer. He began fighting. Leffin, who had gone on ahead, ran back and said:

"'See here, we're not here for any prize-fighting or foot races. Better stop!'

"We slipped the handcuffs on him and took him to Grand Rapids. He was searched, and there was some seventy-five dollars in gold and greenbacks found on him, and a physician's prescription, written in Easton, Pa. Leffin got on the train and went to Easton and found the doctor who wrote it; it was for George Moyer.



"I CHASED THE FELLOW AFTER HE LEFT THE OFFICE AND HALTED HIM."

Everybody knew him about there twenty-five years before. He would come back to Easton periodically. Leffin then went to New York and found that Inspector Byrnes had a photograph of this fellow. He had been arrested in Michigan, charged with having beaten a farmer out of $3,500 on a card trick near Seymour, Indiana. In that case they 'hung' the jury, and he was not convicted. After the jury had disagreed he was remanded to jail and his bonds reduced to a thousand dollars; and three men came to pay the money. So justice will miscarry.

"Another case was the Saginaw case. The Saginaw green-goods man had sent several letters around to different forts. They were written, not printed circulars. They were addressed to different sergeants of the companies, advising them that they had certain goods on hand, twos, fives, tens, etc., as good as any turned out at the Treasury Department. This green-goods man would tell the sender what box to address his mail to. Of course, in the letter that was sent in by the particular sergeant from Fort Brady it was indicated in what box he wanted his mail to go. This particular victim was a man by the name of O'Brien.

"I went up to Sault Ste. Marie, and furnished the soldiers money to send. We wanted to catch the man with the letter upon him. I put that in the pouch, witnessed by the postmaster, who also witnessed the composition of the letter. I went through with it to Saginaw, and before I had the letter placed in the box, I ran over and was deputized as a United States Marshal. I stood in the Saginaw post office two days, watching that box.

"On the second afternoon, a man, a great, big fellow, came in, got his mail, and was going out. I sprang out after him. I said:

"'Mister, I shall have to take charge of you.'

"He said, 'What's that for?'

"I said: 'I will tell you all about that before the commissioner.'

"'But there is some mistake about this. The idea of my coming here to get my brother's mail and being arrested is ridiculous.'

"He insisted that his brother had got him in trouble. The United States marshal searched the man, and among other things found were directions how to make new money look old. Well, sir, I never saw a fellow perspire as he did. When the United States attorney arrived, the fellow weakened. He said: 'Well, I guess I might as well make a clean breast of it.'

"His story was this. He had been an engineer on the Pierre and Marquette Railroad. He had been removed for something, his wife had been sick, times had been hard, and he received one of these green-goods circulars. He himself had been in the regular army and knew that the fellows 'blew' their pay right and left as fast as they got it, so he argued that he might as well have some of it.

So he sent out these green-goods circulars. The commissioner held him, but I think he was let off."

"In Cincinnati once the division chief called me in and said:

"'There have been half a dozen registered letters rifled, and I think you had better go to Indianapolis and see if they have any information up there.' I went, looked at my registered package envelopes, and had about come to the conclusion that it was either being done on the routes or else at the Plantville, Ind., post office.

"Plantville was seven miles from Sunburn, and the mail had to pass through Centre post office. We fixed up our test and got up to Sunburn about four o'clock in the morning. At the post office at Plantville I announced to the postmaster that I was an inspector, and I only wanted to put a letter into the pouch. He informed me that the mail had gone.

"I said: 'You had better give me a note to the carrier, then.'

"He wrote me one. We got down about half way over the road, and I overtook the fellow. I said: 'I have a matter that I want to keep very quiet. I have got a letter that I want to put into the pouch and I want no one to know anything about it.'

"He said: 'I can't read the note, and I don't know what's in it, and I can't open that pouch.'

"'I am going to put this letter in there,' I said.

"'You can't put anything in there,' he said. 'If you open that pouch, you'll get your brains blowed out.'

"Finally he let me put the register in the pouch; but I was afraid that this fellow when he got to Sunburn would 'give me away.' So I said to him:

"'Now you've got yourself into a pretty fix, and if anything leaks out about this, you will be in trouble.'

"My partner was still in town 'taking orders for a Grand Army book.' I got on the train and went away, because my test register was not to be dispatched until the mail was put on the postal car. There were three or four other registers. One was very flat, and, holding it up, I could plainly see that it had been opened. The letter contained $288.

"Then we drove back to Plantville and requested the postmaster to send for the persons who had mailed the letters. He had sent out two registers; they were found to have been rifled. One contained

$50 and one $40. We got the two letters and a description of the money in them. After the registers were put in the package, partner 'went back into the country' with his book which he was trying to sell. I went into the postoffice. The postmaster's boy looked very suspicious. I said:

"'Mr. Postmaster, I suppose you are aware that there is stealing going on in your office. We are post office inspectors, and we are here to notify you that there is somebody in your office stealing.'

"He said: 'I would not steal anything. I never stole anything in my life; and there is nobody else that could steal anything without my knowing it.'

"'But you have got a boy here. What do you know about him?'

"'Why,' he said; 'that is my own son, and I would trust him with my life.'

"'He is stealing registers.'

"'No, sir,' the old man said, 'he is doing nothing of the kind.'

"Partner found the boy in a neighboring grocery. He came in looking guilty. I said to him:

"'Young man, I came here to get that money you have taken out of the registered letters. We want that money that you have taken out of the letters. We want the $288. There was $288 you took out of one, and $50 out of another. What have you got to say about it?'

"He said: 'I never took the money, and besides that I have got a good reputation.'

"'Aren't you a smart young fellow,' I said, 'to try to fasten this thing on your poor old father in this way?'

"Pretty soon he said: 'Well, I have got the money and I will go and get it.'

"The father broke down completely. He cried:

"'My God! My God! I never want to set my eyes on him again!'

"The boy produced $541 for us. He had been stealing for weeks. He was sentenced for one year, but was pardoned inside of four months. The father died of grief soon afterwards. The boy became a professional housebreaker."

An inspector had a queer experience sometime ago in a pretty little town in Maryland. As his train neared this village, he

walked into the mail-car, asked for the mail clerk, showed his commission and put in a letter addressed to James Lancaster, a fictitious name. The letter contained a $10 bill. The inspector stood upon the platform of the mail car when the train stopped and the pouch was thrown off. A boy took the pouch over his shoulder and started up the village street. There was a crowd of visitors inside the post office who swarmed towards the little desk. The inspector waited fifteen minutes until they had all gone to get their mail. He entered the place. A handsome girl, seventeen years old and dressed in an old-fashioned bodice and light colored skirt, sat behind the wire grating in a rocking chair, sewing.

"Is there a letter here for James Lancaster?" he asked.

"No," she said, after sorting some letters in a case marked "L."

"I am sure the letter must have come," said the inquisitor.

"It's not here."

"Are you the postmaster?"

"No. I am the assistant. My father is the postmaster."

"Who opened the pouch that came in by the last train?"

"I did."

"No one to help you?"

"No, sir."

"Maybe it's stuck in the pouch. I have heard of such things. Won't you look?"

She took the pouch, turned it upside down, shook it, and looked inside. No letter.

"Won't you let me come in and help you look for it?"

"No. No one is allowed in here."

The inspector drew out his commission. "May I come in now?" he asked.

"Yes," blushing; "I beg your pardon."

"I mailed a letter myself to James Lancaster," the inspector said. "It is a fictitious name, Lancaster. The letter was put in that pouch by the mail clerk on the train, who took a memorandum of it, and locked the pouch in my presence. When that pouch was put off at the station, I followed it, and kept it in sight until it was taken into the post office. Now, you say you opened it alone, that no one else touched it? Where is my letter?"

"I never saw it, sir. If you doubt me, you can search me."

The inspector began to pace the floor in deep thought. The girl, more beautiful than ever in her excitement, sat down in the chair, crossed her legs, and began to rock herself to and fro.

"Call your mother, and she can search you in my presence."

"My mother is dead."

Again the inspector paced the floor. As he walked back and forth, he noticed the swinging feet of the postmaster's daughter. One of her stockings had fallen a little, and under it was the shape of an envelope!

"Your stocking has dropped," he said.

The girl turned scarlet and then white, and stopped rocking. She caught her breath, and almost fainted. Then she recovered herself, took the letter from its hiding place, handed it to the inspector, and burst into a flood of passionate tears.

The girl had admirers, as was natural; her father was miserly, not giving her the money even that was needed for a bright bit of ribbon, or ever a new dress. She had been tempted to take money from the mails for bits of finery. The inspector bitterly accused the old man of being the one to blame.

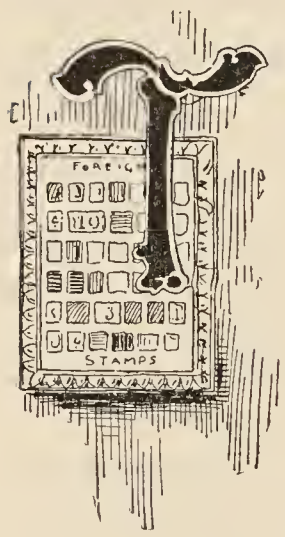
"I suppose you will arrest her?" he said.

"Will you make restitution of the sum stolen?"

It was handed over. "Will you arrest her?"

"If I did, what would be her future? No; unless you or she tells, this will never be known."

STAMPS, STAMPED ENVELOPES, POSTAL CARDS.



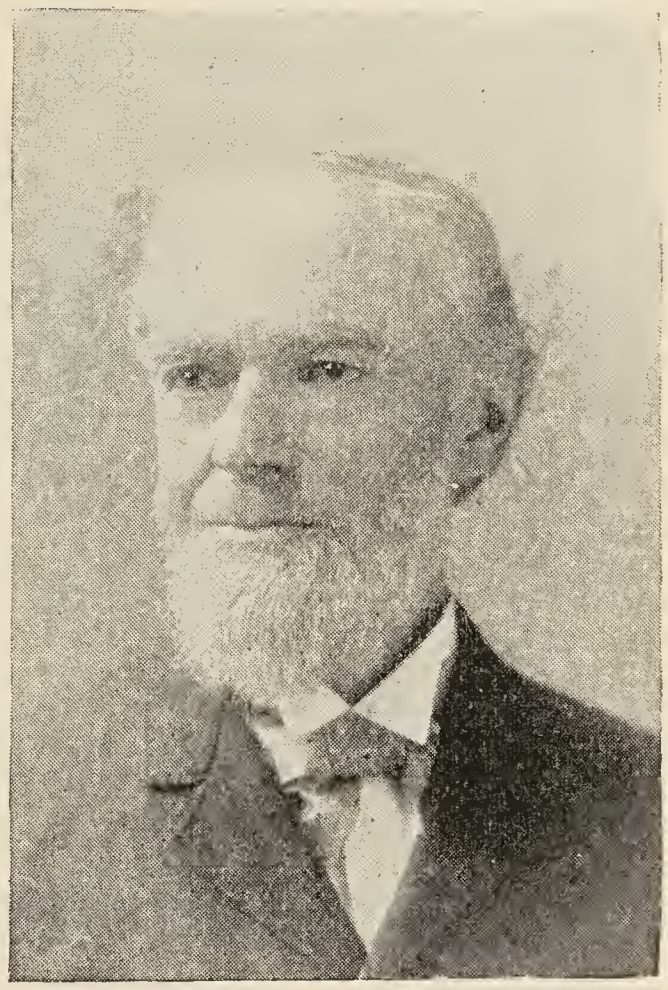
THE Third Assistant Postmaster General is the finance officer of the Department. He receives and deposits the postal funds, collects drafts, prepares warrants for the payment of postal indebtedness, and all that; and it is his figures which show at the present time that the usual postal deficit of five or six millions is surely disappearing, and that by the plans and estimates of the present Postmaster General they will soon be changed into a slight net revenue. The Finance Division requires fifteen clerks. Then the Third Assistant has the division of registration, which looks after all the registered matter; and he also has the division of files, records, and mails. This last division opens 1,400,000 letters and parcels in a year. The number of registered letters and parcels received is over 17,000 annually, and the number of letters briefed, recorded and filed away after final action is 20,000 a year. The number of letters separately written, copied, indexed and mailed, is 30,000 annually. The Third Assistant is the bookkeeper of the Department, as it were. Some of the methods of this office have become, during many years of contending growth and precedent, antiquated and not uniform. Effort was made two years ago, by



MR. A. D. HAZEN,
Third Assistant Postmaster General.

the appointment of a special commission of expert accountants, to revise these methods, so that all the post offices should keep their accounts alike.

Two thirds of the clerks of the Third Assistant's office are employed in the Stamp Division, which has the regulation of the stamp, stamped envelope, post-card and letter sheet business, and also the regulation of the second class matter privilege. Most of the work of the Stamp Division is done in the rooms along the lower corridor on the Seventh Street side of the Post Office Building, and the chief's room, Mr. E. B. George's, is at the corner of Seventh and F Streets. The clerks of the Stamp Division are greatly overworked. If Mr. George had been provided with additional help in proportion to the increase of the work of this division as necessitated by the growth of the service, he would have twenty additional clerks now. The chief is a Haverhill, Mass., man, who was a member of the House of Representatives of the Bay State when General Banks was Governor; and he was a state senator in '62. In the legislature of '59 with him were Charles W. Upham of Salem, George M. Stearns of Chicopee, Tappan Wentworth of Lowell, and Caleb Cushing of Newburyport; and Benjamin F. Butler was in the Senate. Mr. George was a soldier of the war and entered the Stamp Division as a clerk in 1866.



MR. E. B. GEORGE,
Chief of the Stamp Division.

The ordinary postage stamps used by the Post Office Department are manufactured by the American Bank Note Company of New York. They bid for this work, and as is the case with all Government contracts, there must be open competitive bidding and an award of the work to the lowest responsible bidder. The processes by which postage stamps are manufactured are secret, and much of the

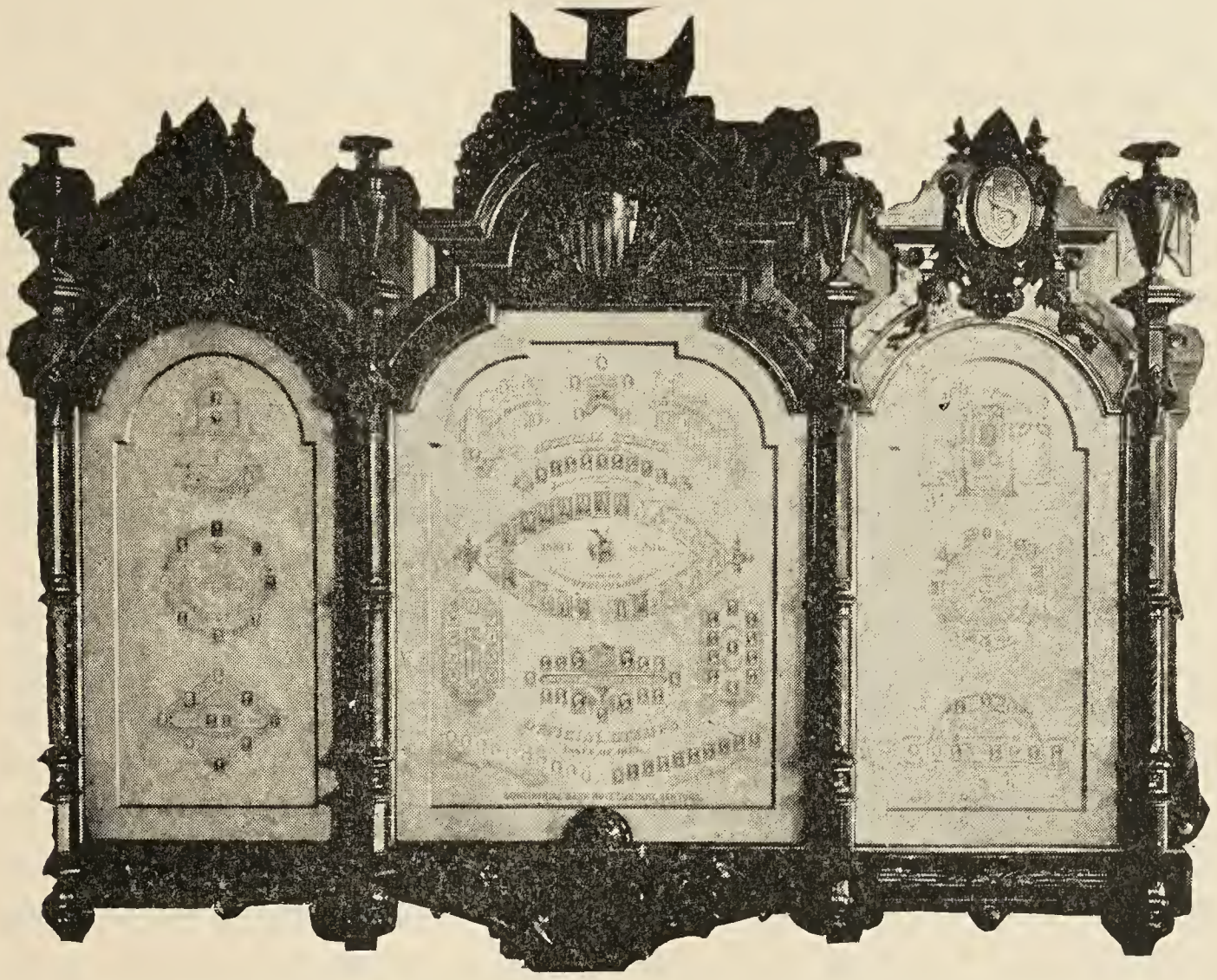
patented machinery is in use in this manufacture alone. Information is often refused to foreign governments, and agents of the United States have repeatedly made fruitless visits to the company to be admitted to the rooms where the stamps are manufactured. Some of the most bitterly contested lawsuits on record have arisen with regard to different patents employed in the manufacture of stamps, and an immense amount of ingenuity has been expended in bringing the art of printing them rapidly and cheaply to its present perfection. Postage stamps are used in nearly all civilized countries, but almost all are manufactured either in London, Paris, or New York. The entire American Continent, some European States, and many of the South Sea Islands are supplied with stamps from the American metropolis.

A somewhat cursory description of the manufacture of stamps appeared some time ago in the St. Louis *Post-Dispatch* and various other papers. The first step is to make the die. The device, which has generally been the head of some distinguished public man, is settled upon by the Government, and the drawings made. The service of the engraver is next required. An engraving in deep intaglio is made upon steel, which has been softened by a peculiar process of decarbonization. The device is cut, and afterwards the border, which is a more or less complicated scroll. The steel is then hardened by a recarbonization, and the intaglio, technically known as the female die, is ready for use.

The next step is to make the upper die, known as the male die or punch. A cylinder of soft steel is pressed by a hydraulic ram upon the intaglio engraving, and after it has been pressed into all the depressions is slightly touched up with the graver. A cameo counterpart of the intaglio is thus formed, and from these the sheet is made up by pressing the hardened steel upon the softer metal. The discovery of the process of softening the steel for working and hardening it for use greatly simplified the task of printing stamps, as formerly but one pair of dies were used, owing to the cost of engraving and the practical impossibility of making by hand a number of exactly similar devices; and the process of printing stamps was therefore a very slow and expensive one.

The dies are arranged in a press, each press producing a sheet of two hundred stamps. When this sheet is ready for use it is torn in

two, the stamps furnished to postmasters coming in half sheets. The paper is supplied by the Government daily on requisition from the manufacturer, a careful record being kept of the amount of the issue; and the company must return the full number of stamped sheets that have been issued unstamped. The sheets are placed in the press and by an ingenious device are fed to the dies and counted.



A CABINET OF STAMPS IN THE THIRD ASSISTANT'S OFFICE.

The paper rests upon the female die, which alone is inked, the punch coming down upon it and pressing the paper upon the inked surface. The printing is true steel engraving, the process being exactly opposite from that employed in printing from type, the lower surfaces receiving the deep color and the upper one being light.

The next step is to gum the stamped sheets. This was formerly done by hand, large brushes being used, but a more effective method has been devised by which a roller is passed over the sheets by machinery, applying the gum evenly over the entire surface. Great care is taken in the preparation of this glue, as it is necessary to give

the sheets a coating that will not become soft and sticky through exposure to a moist atmosphere, and still will be sufficiently adhesive to prevent the possibility of detachment from the letters to which they are affixed. An entire issue of three-cent stamps, those printed in blue and bearing the figure of a locomotive, once had to be retired because of the imperfection of the gummed surface. The cost to the Government amounted to tens of thousands of dollars, and the inconvenience to the public was extreme, as the stamps frequently failed to adhere, and the letters were not sent to their destinations.

After the process of gumming is completed the sheets are placed upon racks and dried by being pressed on a series of steam pipes. If a single stamp is in any way mutilated, the entire sheet of 100 stamps is burned; and 500,000 are said to be burned every week from this cause. The greatest accuracy is observed in counting the sheets of stamps to guard against pilfering by the employees; but during the past twenty years not a sheet has been lost in this way. During the process of manufacturing the sheets are counted at least eleven times.

The last step in the manufacture is to punch the holes dividing one stamp from another. This seems simple enough, but as a matter of fact the invention of a means by which single stamps could be separated from a sheet gave more trouble than any other process in their manufacture, and occasioned a lawsuit that lasted many years. Men scarcely beyond middle life can remember the trouble and annoyance occasioned by the old-fashioned sheets which were without perforation or division of any kind. A regular part of the equipment of every office and every house was a tin ruler and a pair of shears to cut stamps from the sheet. The inconvenience of such a process is evident, and about 1845 the English government offered a reward for any device by which the stamps could be printed so as to be easily divided from the sheet. A series of knives or lances cutting through the space between the stamps was first tried, but proved highly unsatisfactory. The stamps were liable to tear, and the knives almost immediately became so blunted as to be practically useless. A mechanic named Archer then presented a device consisting of a number of hollow punches, with sharp edges, which would perforate the sheets at short intervals. The post office authorities declared that the paper soon clogged the machine and rendered

it useless. It was neglected for a while, but finally one or two improvements were introduced, and a defect in the paper furnished, arising from its unequal thickness, was remedied. The perforating machine was then found to operate perfectly, and is now in use all over the world.

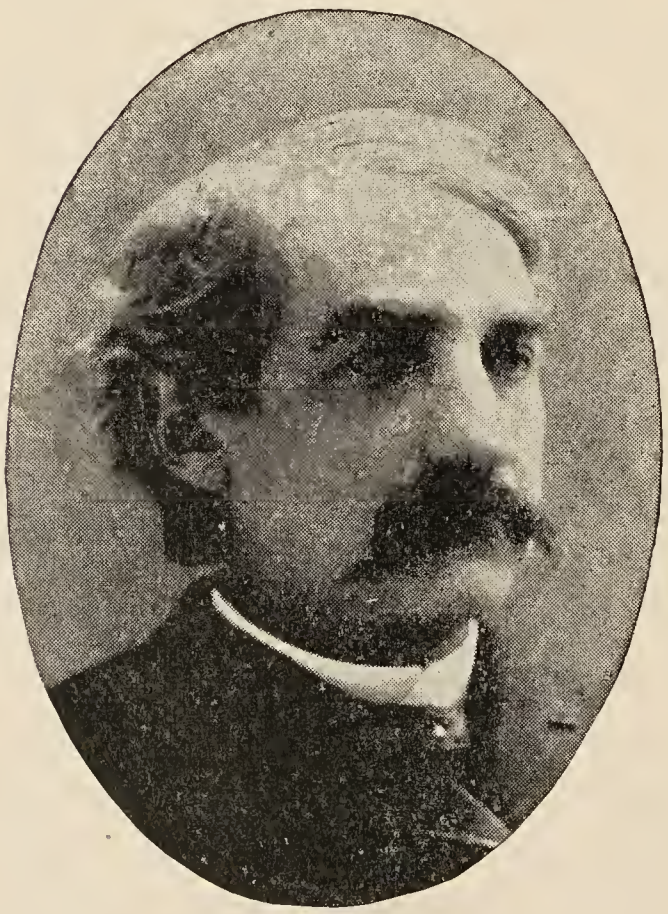
In perforating stamps for use in this country, the gummed and dried sheets are piled up fifty thick and placed under a heavy piece of machinery provided with many hundred punches so arranged as to pierce the spaces between the stamps. The sheets are run through lengthwise, and afterwards changed in position, and the cross perforations made. They are then ready for issue. Each sheet is divided into two equal parts, and the stamps are delivered to the Government. They are delivered by the million to the postage stamp agency in Trinity Place, New York City.

It has several times been proposed to print the postage stamps at the Bureau of Engraving and Printing in Washington. Postmaster General Dickinson in his time drew an amendment to the Post Office Appropriation Bill for this purpose. The printing of the stamps and postal cards would not be a very large enterprise in comparison with the work now done at the Bureau. The number of sheets of postage stamps printed per year of all kinds is 10,000,000, or about 50,000 per day. There are about 200 stamps in a sheet of the ordinary size. It would probably take a force of seventy or eighty men and women to do the work. If the tax on manufactured tobacco should be repealed, the suspension of printing tobacco stamps at the Bureau would leave a chance for printing the postage stamps. This work is done on twenty hand presses and ten steam presses. One man is employed at each press, with two women assistants on the hand presses and one on the steam presses. This makes a force of seventy, to which would have to be added about fifty operatives in the other divisions of the office. About two thirds of this force, it is estimated, would be required to print the postage stamps, not including the postal cards. The cards would not require a large force, but would take considerable storage room. There are obvious advantages, according to the advocates of the scheme, in having the postage stamps printed by the Government in Washington. It would save to the Government whatever profit is now made by the contractors, would permit more rapid communication between the Post Office

Department and the printers, and the prompter filling of orders, and, as it was maintained at the time, would make fraud practically impossible.

The postmaster at San Diego, California, tells a story about a person living in that town who corresponded with his young lady; and she certainly was an economical young lady. The economical feature of the correspondence was that writing paper and envelopes were dispensed with and the thoughts of the writer were put upon the mucilage side of the postage stamp. On the lower edge of the stamp was of course the small margin of white paper, such as is often found on a row of stamps when several are purchased, and on this the address was written; and the stamp, instead of being placed on the back of a letter, was sent on its important mission with a letter on its back. It arrived at San Diego all right, and was delivered to the person to whom it was addressed. But of the stamp crank, a chapter later on. The other kind is more numerous than this.

The stamped envelopes are all manufactured at Hartford, Conn., by the contractors, the Plimpton Manufacturing Co. and the Morgan Envelope Co. These are made plain, without any printing on them, or bearing a blank return request, or what is designated as a special request containing a person's name. The printing is done at the factory at Hartford, in the course of making the envelope. All orders from postmasters for these envelopes are sent to the Stamp Division and forwarded to Hartford, and the envelopes are sent from there to the postmasters. Reckoning the different sizes, qualities, denominations and color of paper, the Department issues sixty-eight different kinds; and a while ago an order for all of these was sent for the national bureau of the Universal Postal Union for distribution. Each nation is to be



HON. ELISHA MORGAN,
President, Morgan-Plimpton Envelope Co.

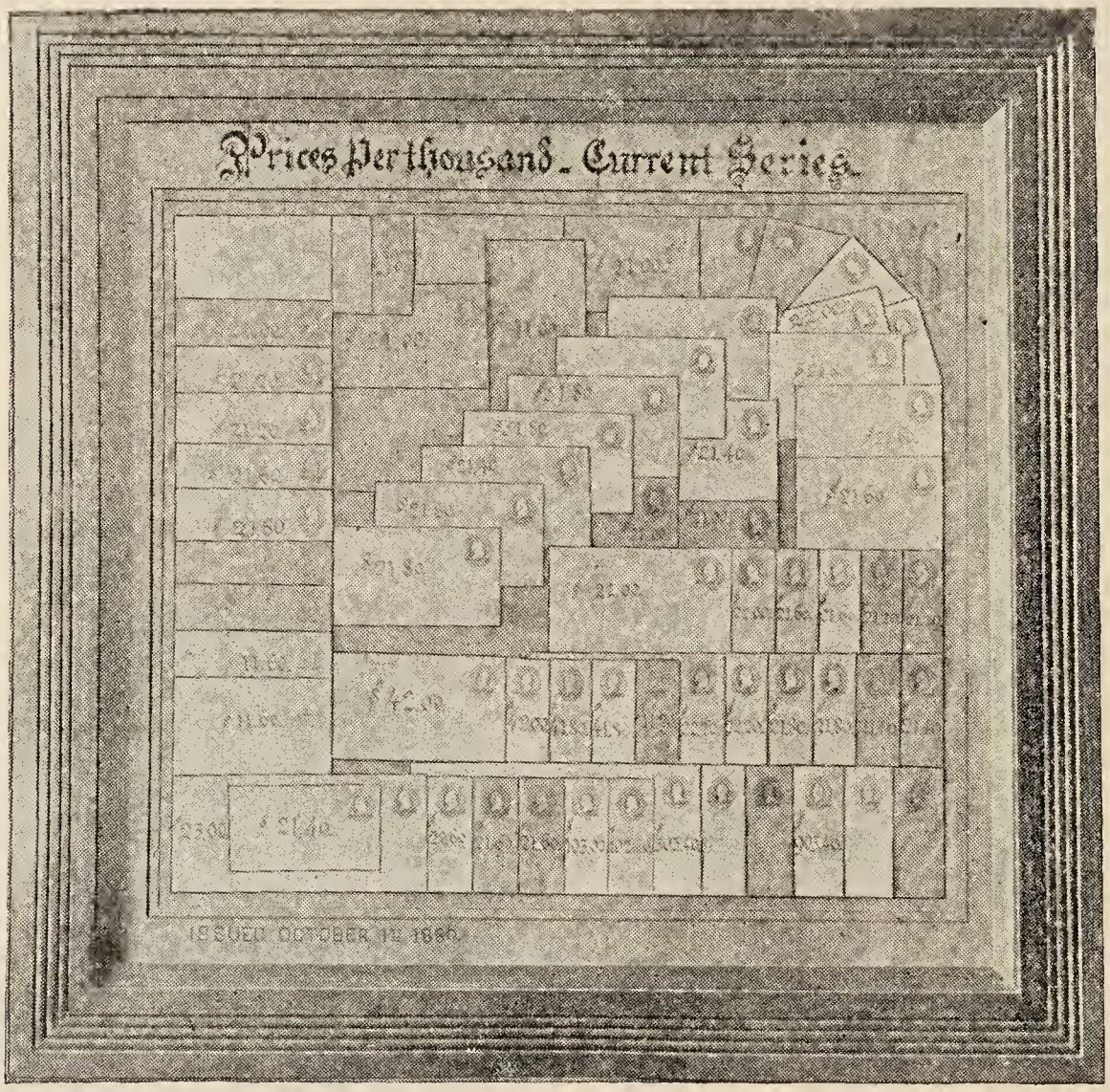
furnished with five sets of each kind of United States stamped paper. It is a general exchange among all the nations in the Postal Union.

The denominations in which the stamped envelopes are issued are one, two, four and five. The five-cent ones are used entirely for foreign correspondence. There are three different qualities of many of the sizes; and there are ten different sizes of envelopes besides the newspaper wrapper, which is issued in denominations of one and two cents. The wrappers are also made at Hartford, under the same contract with the envelopes. This contract is let once in four years. The contract for official, registered-package and tag envelopes is made every year. The terms, of course, from year to year are determined by the price of paper stock. The contract of a year ago was for less than the present one, paper stock having advanced considerably during the period.

The cost of stamped envelopes to the public is no more with printing than without. Of course the contractor knows about the proportion of plain and printed ones that he will be called upon to furnish, and he takes the expense of printing into account in making his bid. But under his bid he is to furnish whatever proportion the Department may order of special request or blank request envelopes. It has been argued by job printers in many parts of the country that the Government has no right to secure the printing of these return request envelopes by the envelope contractor at such reduced rates, because it is in effect forming a combination and shutting out all the aforesaid job printers from a chance to do at least a part of the work. It is said in reply by the supporters of the present system that if the printing were not done by the contractors the number of stamped envelopes printed would doubtless be much smaller, and the amount of business anyway that would go to the different printing offices scattered throughout the country would be very small; that they would not recognize it when they saw it. Furthermore, the accommodation involved in the return request, printed without apparent extra cost on the stamped envelope, is a great convenience to multitudes of business men. In that way it is a public accommodation; and again it is actually found to be of immense value to the Dead Letter Office, for evidently if the return request were printed on all envelopes dropped into the mails no letters could ever go to the

Dead Letter Office, because when they failed of delivery, they would be returned to the senders; and it has even been argued that a law ought to be passed to compel all persons mailing letters to put this request on, not in printing necessarily, but in some way at least.

But the argument of the printers has been strong enough to prevail, and in the last session of Congress the act providing for the



A FRAME OF STAMPED ENVELOPES.

return request on stamped envelopes was repealed. The Senate rejected the bill, but in conference receded from its objection. So, there is no more printing of the return request by the Government contractors. The demand for special request envelopes is increasing more rapidly than that for any other kind of stamped paper, and there are more special request envelopes issued now than of any other kind, even including the plain and the blank request, which has only one line across the envelope. When the stamp division does not specify just what kind of envelopes its orders call

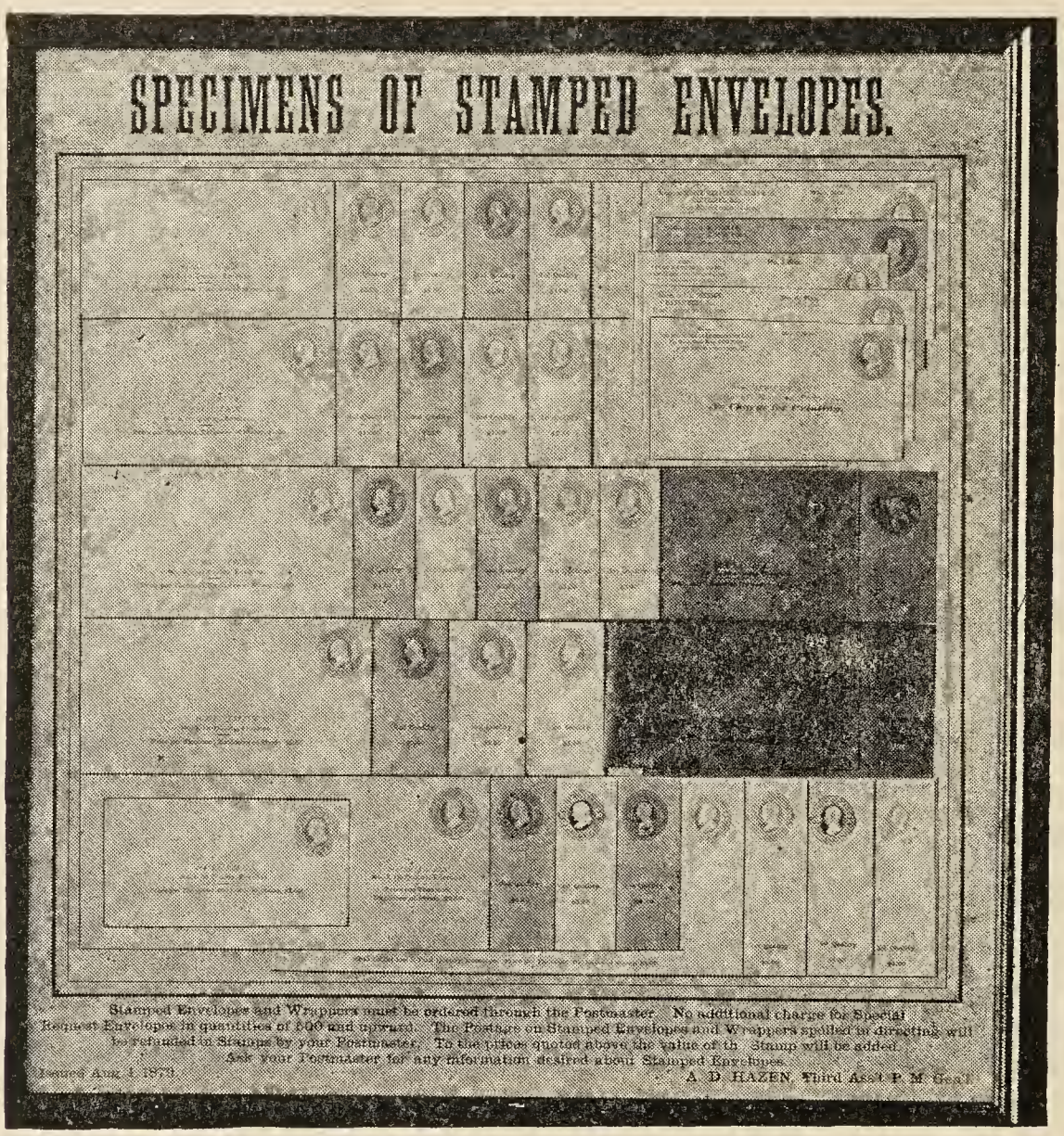
for, the contractors send half plain and half blank. Most of the large offices desire to have theirs plain, except when they order the special request put on. Almost every business man now uses this means of having his communication returned to him within a stated short period, in case it cannot be delivered to his correspondent.

The stamp division receives the requisitions of postmasters for all supplies of postage stamps, stamped envelopes and postal cards, sends a regular order each day, except Sundays and holidays, to the several agencies whence the stamp paper is distributed, directing that the postmasters named in the orders be furnished with the supplies specified, and charges to the account of each postmaster the value of the stamped paper which he has thus ordered. Each requisition is examined to make sure that the signature affixed is that of the postmaster at the place mentioned, and also to ascertain whether the business of the office requires the supply ordered. If a postmaster at a small office should order an unusually large supply, or a quantity of any particular denomination of stamps larger than would ordinarily be required at a post office of that class, he is called upon to explain why such supplies are required.

This precaution is necessary as a matter of ordinary business, and also to prevent any attempts on the part of postmasters to increase the receipts of their offices, and hence their own compensations, by procuring matter to be mailed at their offices that should properly be mailed elsewhere. For, while everyone has the right to buy postage stamps and to mail his letters wherever he pleases, yet it is evidently not a fair thing to the Department for a person doing business in a large city, for instance, to take his postal matter to some small suburban office to mail it, for the reason that his city office has to receive and deliver all his incoming mail, and practically has to do all his work, and is consequently furnished with the means with which to do it; consequently, the matter furnished from that office does not lessen the expense there, but does increase the emoluments of the smaller office at the expense of the Government. Yet it has sometimes been found that the business of a small office is enlarged in this way.

Several years ago a post office was established in Connecticut near the New York State line, within a few miles of two or three other

post offices. The pay, of course, was small. Soon the postmaster wrote to the First Assistant Postmaster General to be instructed whether he should receive and mail any matter that might be brought to his office. He was informed that he should not refuse to accept any matter that was entitled to transmission in the mails. A little later a firm in New York City wrote to inquire if, under the Postal Laws and Regulations, they had a right to mail their letters and other



SPECIMENS OF STAMPED ENVELOPES.

postal matter where they pleased. This query was replied to in the affirmative. The connection between these two inquiries became apparent soon after when the postmaster at the little Connecticut office began to order extraordinary quantities of stamps and to mail extraordinary quantities of matter; and it was soon developed that the New York firm, who were the sons of the Connecticut postmaster, expressed their matter to his office in order that the old gentleman might increase his compensation from almost nothing to $250 a

quarter. The postmaster was removed; and it was then that this order was issued:

"Every postmaster at a fourth class office is forbidden on pain of removal to solicit from any person residing or doing business within the delivery of another post office, or from any agent of such person, the deposit for mailing at his office of any mail matter, or to enter into any agreement or to have any understanding with any person whatever whereby either for or without consideration matter to be sent through the mails is procured to be mailed at the office of such postmasters."

A sharp, desperate game was tried several years ago by a postmaster at a small mountain town in the South. He began to order unusually large numbers of stamps, notably of the higher denominations. When called upon for an explanation of the sudden increase of postal business at his office he built, on paper, a bustling business community, enumerated the number of families, manufactured a great shop that sent out many packages of merchandise by registered mail, and described the flourishing academy on the main street, whose students corresponded very extensively. It was all a pure fiction, of course. The flourishing town was a dozen deserted shanties. There was no shop at all, and the seminary building was a sheepfold. The postmaster was arrested, but he escaped from his captors by jumping from a fast-moving railroad train.

An interesting case was brought to light not long ago in the neighborhood of New York City. It appeared that some enterprising burglar who entered a small post office near the metropolis had carelessly thrown away a package of newspapers which they found in the safe. They evidently considered it worthless; but it contained all the postmaster's stamps, and they were worth ten thousand dollars! Evidently there were so many of them that if the patrons of the post office in question had spent all their time writing letters they could not have used so many stamps. This incident caused inquiry to be made at the New York post office. It was explained that the amount of this business of "booming" local sales is not to be gauged by the amount of stamp sales, because there is a consumption of stamps for mails sent out from that city to the value of at least $3,000,000 per year from stamps that were not sold in the city, but which reached consumers through other means. A great many buyers send pay to business houses in New York for goods in stamps; and it was said that a good number of houses receive stamps yearly to the

amount of $50,000 in payment for goods. Many houses receive more stamps than they can possibly use in their own mailings, and dispose of them to brokers at a discount, the brokers in turn peddling them out to other merchants at about three per cent. below their face value.

There is no law effectually to reach sales of this kind, and even if there were, its operation could not be far-reaching, because such sales do not cut an important figure in the postage business. The receipts of stamps in payment for goods is an important matter, however, and adding them to the stamps brought to the city by merchants who purchase out of town to help the local postmasters, and stamps brought to the city by visitors who send out letters from New York, there is an aggregate of at least $3,000,000 in stamps that go through the New York post office which have been purchased elsewhere and for which the New York office gets no credit whatever.

Some say, therefore, that the Post Office Department does the New York post office an injustice by basing its allowance for expenses on the stamp sales. The yearly receipts at the New York office amount to about $7,000,000. This, of course, is a larger business than is done anywhere else, but it is said that if the office were paid according to the number of stamps that must pass through it attached to letters, representing out-of-town as well as local purchasers, the year's business at the New York office would amount to $10,000,000. The New York postal authorities would be very grateful to anyone who might devise a way by which the business naturally belonging to the New York office would be turned in there. They confess their inability to see how any law can prevent a merchant from buying stamps where he pleases, and if he happens to live in the suburbs and wishes to help a friend by making his purchases of him, there is nothing that can stop him, unless it be discovered that his friend is also favoring him by letting him have stamps at a discount. It is regarded also as practically impossible to prevent people from sending stamps to merchants in payment for goods, and, of course, there is no way of regulating the use of stamps which visitors to the city may have bought elsewhere.

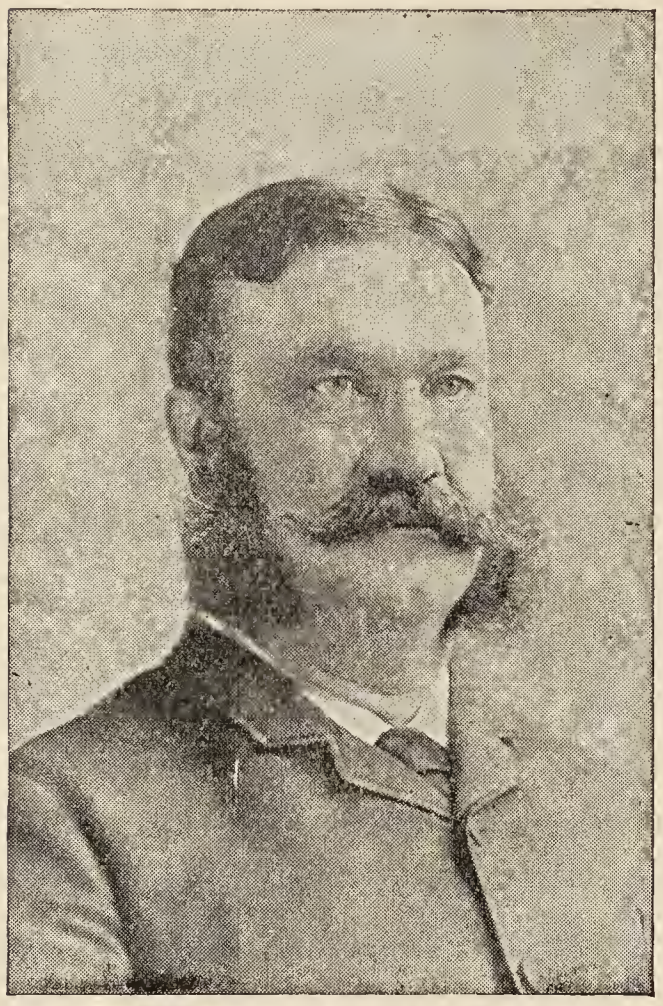
The present contract for stamped envelopes is very advantageous to the Department. The bids amounted to $755,276, being $85,720, or 10.3 per cent. less than the cost of corresponding num-

bers and kinds at the prices in the contract made in 1886. With an allowance of an annual increase of 12 per cent. in the quantities to be required, the reduction in cost for the four years of the contract term amounts to over $450,000, as compared with the previous contract. The United States is by far the largest consumer of stamped envelopes of all nations in the world. Upward of 500,000,000 are used in an average year. In England, Germany, France, Russia, and Austria combined the number furnished in 1888 was only a little more than 70,000,000, or about one seventh of the quantity used in this country.

The attention of the Department is now and then called to the importance of a better system of checking at the envelope factory at Hartford, so that it may be absolutely certain that no stamped envelopes escape. There is a Government agent there, but he is not supposed to know about the condition of the stock of envelopes until it actually comes into his custody. He knows how many stamped envelopes he receives, and what he does with them; but whether any are lost in the process of manufacture before they come to him he cannot determine, and really that is not his affair. The envelopes are counted automatically as they come out of the machine, counted and banded in packages of twenty-five, and then put up inside of boxes holding 250 or 500 of the ordinary letter size. So, probably, all that he takes account of is the number of boxes. It would be difficult for anyone after stealing stamped envelopes to dispose of them, supposing that he could take enough to make it amount to anything. Within two years it has been necessary for the contractors to enlarge their factory materially, and while they were doing it a portion of the building was torn away. They employed a watchman to be on guard there all the while, but after the work was completed it was found that somebody in Hartford was offering stamped envelopes for sale at a discount. The matter was investigated immediately, and the theft was traced to a watchman. The Department recovered nearly all the envelopes that were stolen, and the contractors paid the postage value of all that were not recovered.

The postal cards are all manufactured at Birmingham, Conn. Mr. Albert Daggett is the contractor and Wilkinson Brothers are the manufacturers of the paper. The postal card agency at Birmingham

is the main source of supply. There are two sub-agencies, one at Chicago and another at St. Louis, to which the postal cards are shipped, as freight, for distribution. All orders come to the Stamp Division and the agencies are directed to send the cards out. From Birmingham, New England, New York, New Jersey, Pennsylvania, Delaware, and all the Southern States east of the Mississippi River, except Kentucky, are supplied. St. Louis supplies the states west of the Mississippi and south of Iowa and Nebraska. Colorado and California are supplied from Chicago; and all the Northwest, and Illinois, Indiana, Ohio and Michigan get their supplies from Chicago. A postal sub-agency is about to be established at Washington for the better supply of the South. At each of these cities the postmaster acts as sub-agent and has such clerical help as may be necessary; and he is allowed clerk hire for them.



MR. ALBERT DAGGETT,
Postal Card Contractor.

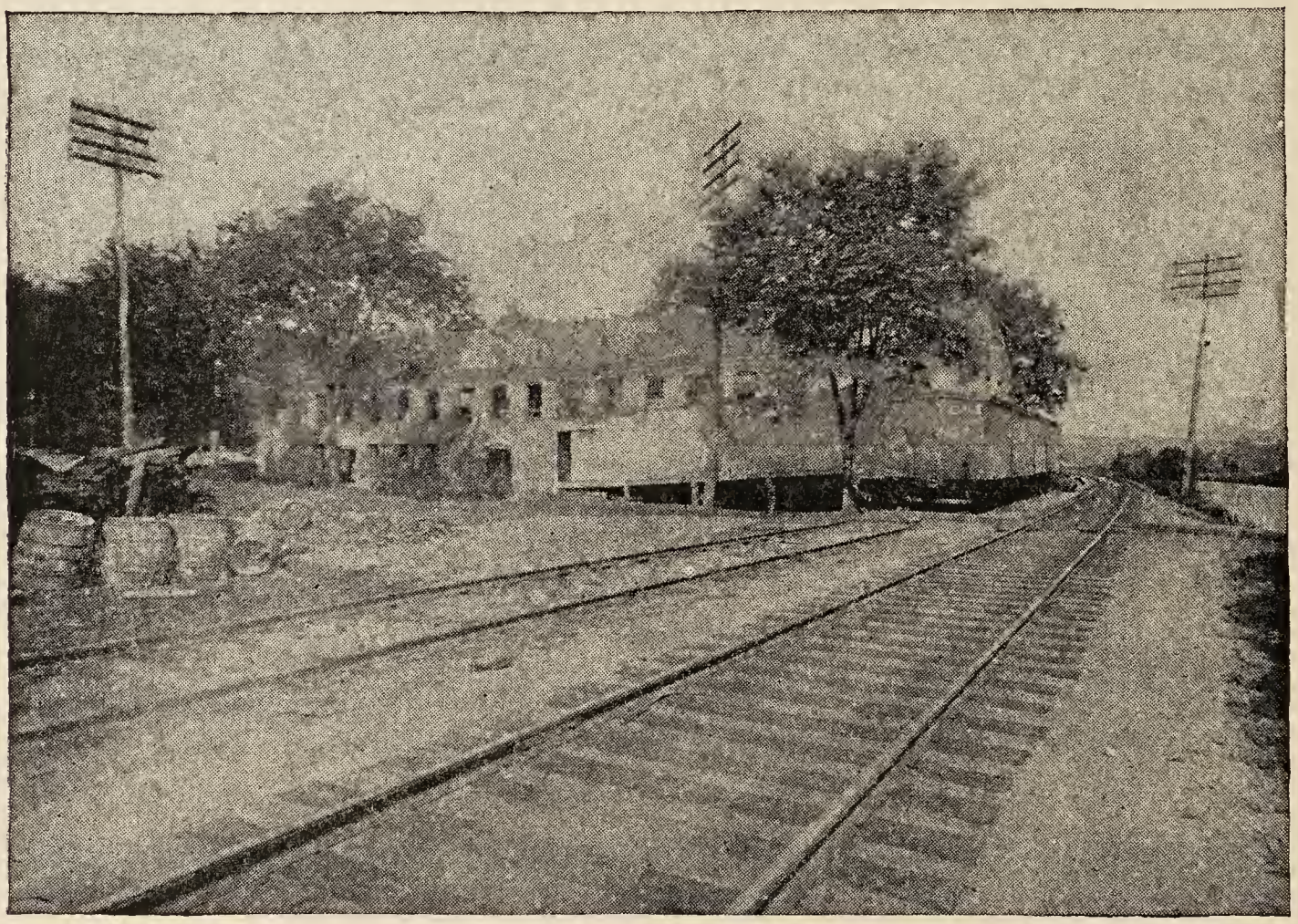
There are three sizes issued, A, B and C, and also a two-cent international card and the new reply postal card, now so rapidly coming into general use. The big card is popular, but it costs the Government more to furnish it, and its tendency is to lessen the correspondence at letter rates and increase it at postal card rates. The Postmaster General's idea was, however, that the more space the people have to write on for one cent the nearer they come to one-cent postage. Business men find the card very useful in sending out announcements. Its size is different from anything else that goes in the mail, and one card tied alone in a big bunch of mail matter gets jammed and broken. That was one reason why the conference of inspectors recommended that stamped envelopes be furnished without including the cost of the envelope — so that mail matter would be more uniform in size and therefore easier to handle.

The B, or ordinary, cards cost the Department 35 cents a thousand, the A cards 37 cents, and the C cards 50 cents. In the present contract for the ordinary cards the price is about one third cheaper than in the old one, the average price of the cards being about 9 cents a pound in the former contract, and 6 cents a pound in the present one. The estimated number of cards required during the four years of the contract term is 2,000,000,000, at a cost of about $800,000, and the reduction in cost for the four years will amount to fully $150,000, as compared with the prices in the old contract. The postage on the estimated quantity of cards being called for during these four years is $20,000,000. The contract requires nearly 7,000 tons of paper, or an average of six tons for each working day. Postal cards were first introduced into this country in 1873, and the issue for the first year was about 100,000,000 cards. The contract price was then $1.30\frac{7}{8}$ a thousand cards, or about three and a half times the average price in the present contract.

The postal card factory of ex-Senator Daggett is at Shelton, Connecticut, which is only three miles from Birmingham, Ansonia and Derby, a celebrated manufacturing neighborhood, in which everything from a pin to a piano is made. The postal card factory is on the opposite side of the canal from the Derby paper mills of the Wilkinson Brothers. They supply the paper for the old, or medium sized card, and for the new manilla card, commonly called the big card. The paper for the small, or ladies' card is made by the Whiting Paper Co., of Holyoke, of which Hon. William Whiting, a former member of Congress from Massachusetts, is president.

The plates from which the postal cards are made are of steel, and are produced from a die engraved at the Bureau of Engraving and Printing. The plates are made by rolling this die on soft steel plates, which are afterwards hardened and carefully gone over by an experienced engraver. The time consumed in engraving one of these dies is about three months. The paper is received at the factory on small, four-wheeled trucks, four thousand sheets to a truck of the old card, and three thousand sheets of the new. The former lot weighs 2,112 pounds, and the latter 2,700 pounds. The cards are first printed on the Whitlock two-revolution press, which is also made in Shelton. These presses print 100 cards at each impression, of the ladies' size and of the old cards, so called, and 64 of

the big card; and they all print in 10 hours 10,000 sheets of postal cards, or 1,000,000 of the small and medium size, and 640,000 of the large size. This is the largest number of postal cards ever printed on one press; for, before the term of the present contract began, twenty-four cards only had been made at one impression. In one of the rushes of business which sometimes occur these wonderful presses are run twenty-three out of the twenty-four hours for fifteen consecutive days without a skip or a break.

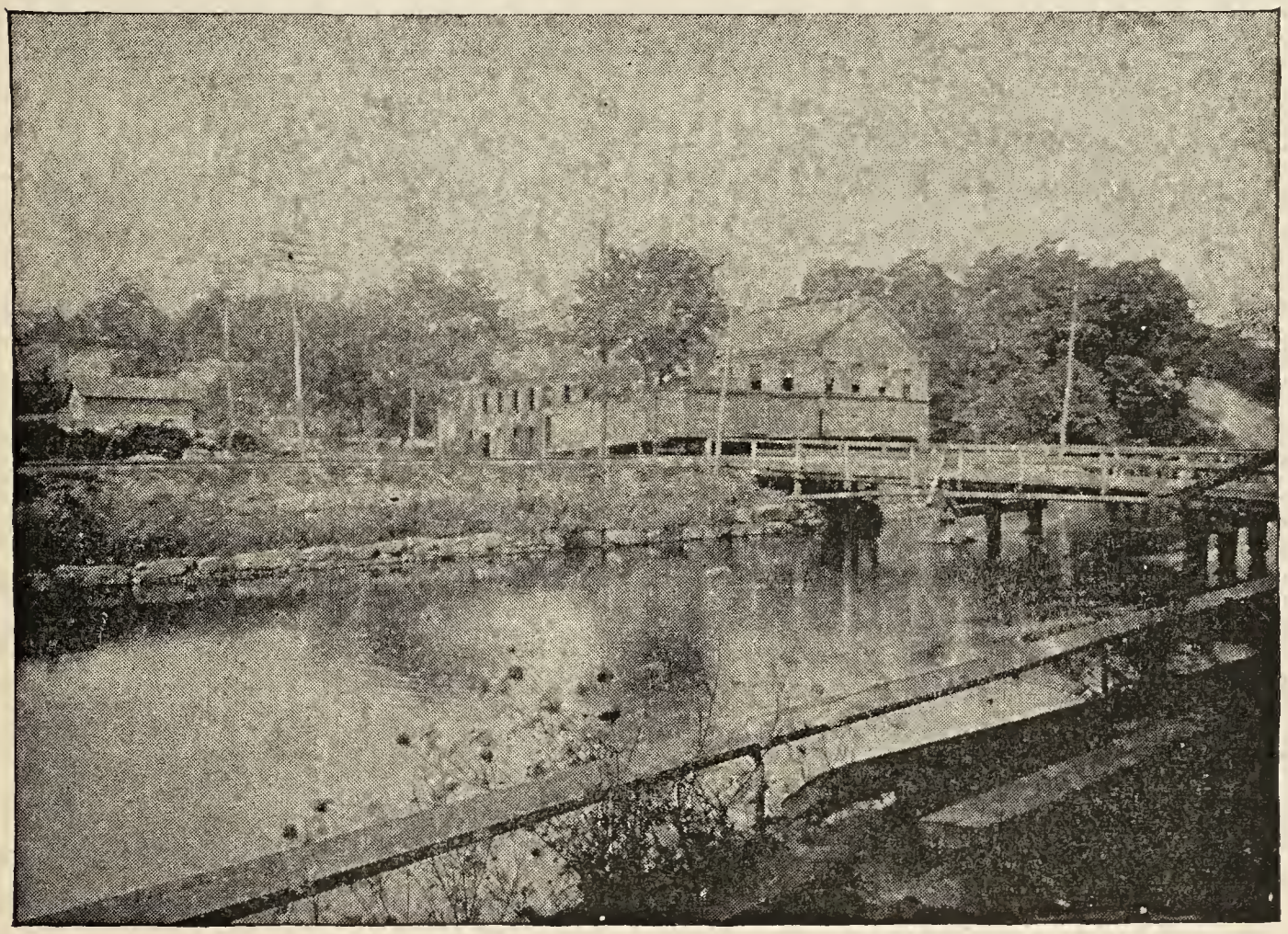


THE POSTAL CARD FACTORY AT SHELTON, CONN.

It happens not infrequently that one of these busy times occurs. Two or more big orders will come in in a single day sometimes. Once an order came from St. Louis for 10,000,000 and another from Chicago on the same day for 25,000,000. It took four freight cars to carry these cards away; but there were enough on hand to fill both orders. The vault at the factory holds 125,000,000 cards, all packed in boxes, and the contract requires that 20,000,000 shall be constantly stored there. When these orders for 35,000,000 cards came, the contractor had on hand fully 50,000,000.

The paper for the small card is made of rags and sulphide wood

pulp in equal proportions. The old card is printed on the finest wood paper. The big card is made of a fine manilla paper manufactured from jute butts. After the cards are printed, they are dried carefully so as not to print on the backs, and are put through two machines, which cut the sheets into strips of ten cards each, and then cross-cut these sheets into single cards. The slitter, as it is called, is run by two persons, one of whom feeds the machine; and the other carries the strip, when cut, to the cross-cutters. One



THE POSTAL CARD FACTORY AT SHELTON, AGAIN.

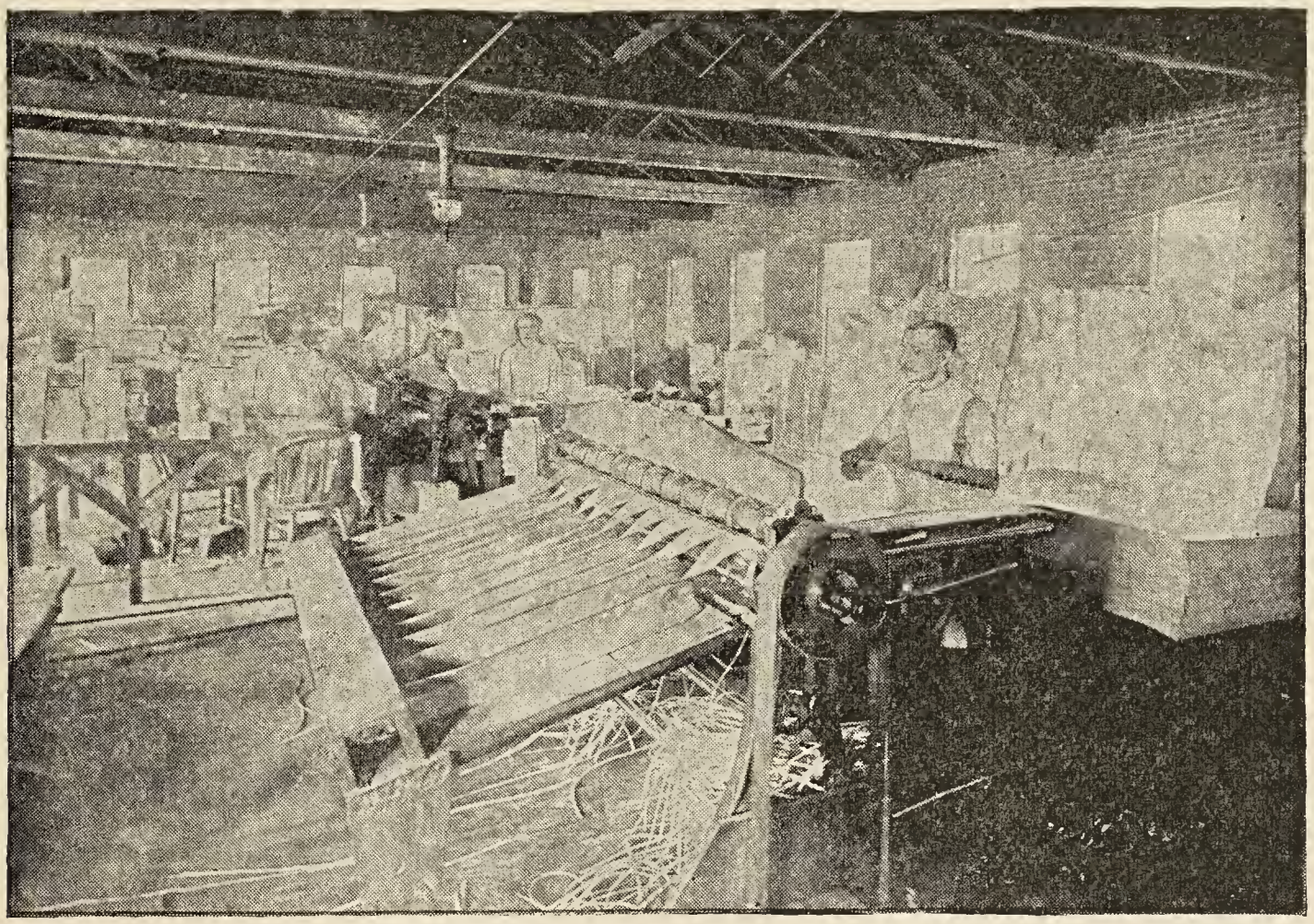
slitter cuts enough strips to supply three cross cutter machines. The cross cutters are run by a "feeder," and three "helpers," or "banders." As the strips are fed through these cross cutters, the cards are cut exactly in the shape in which the purchaser finds them, and dropped into ten little compartments at the rear of the machines, and in front of the bandery. When 25 strips have passed through the machine, the wheel, on which there are four rows of these little compartments, makes a quarter turn and presents the cards to the banders in packages of 25, so that they may affix the gum band which is to retain them in their place. At the same time one of the

hands examines the cards for spoiled ones, while another counts the packages to see that no mistake has been made by the feeders. The cards are then stacked up in piles of twenty packs, which are in turn placed in small pasteboard boxes containing 500 cards each. The pasteboard boxes are then packed in strong wooden cases (of which about five carloads a month are used), in two, five and twenty-five thousand lots, all ready for shipment.

The paper for the C, or big card, is jute, and its manufacture is a long and difficult process. It is done by tearing apart the bales (which contain about 400 pounds pressed very tightly together). It is then passed through cutting machines and a picker, to cleanse it from bark, pith and other dirt. From the picker, or duster, it is packed in rotary iron or steel boilers and treated with a solution of lime, when it is subjected to steam pressure for a number of hours, which softens the harsh nature of the raw jute. It is then placed in a washing machine, designed especially for this work, where it is thoroughly cleansed of all lime and other impurities. The stock is then of a reddish brown color, and is treated to a bath of chloride of lime, sufficiently strong to bleach it to the shade seen in the card. Then it is thrown into beating engines, where the fibres are slowly and continuously, for several hours, passed between dull knives, until the fibres are reduced to a degree of fineness so thorough as to admit of their being thoroughly interlaced into the woven sheet, which is accomplished by passing the pulpy mass over finely woven wire cloth, thence through rolls to free it of water, and thence through dryers, heated by steam, to remove all moisture. After this process it is put through calendar rolls, which give it the even and smooth finish which appears in the finished card. The manufacture of the paper is now complete, and after being cut into sheets of the desired size, it is ready to go to the printing presses.

The paper used in the regular or B card, which has been the one used ever since the Government first adopted postal cards, is composed entirely of wood fibre made from spruce and poplar reduced to pulp from the logs, after the bark has been removed, by cutting it into small chips. The machine which cuts up the logs is a most wonderful one. A log is put into the hopper of the machine and is cut into chips in the time it takes a man to lift another one from the pile and throw it into the hopper,— but a few seconds. The

logs are four feet long and from five to ten inches in diameter. The chips are about an inch long and a quarter of an inch thick. They are placed in a bronze digester, and treated with sulphurous acid and subjected to steam pressure, which thoroughly disintegrates the fibre and leaves it in a pulpy mass ready for the same process of manufacture into paper as is used in the case of the C card. The material used in the paper for card A is white linen rags.



CUTTING POSTAL CARDS IN STRIPS.

The process used to convert them into paper is about the same as in the other cases.

There was complaint at one time that the big card would not copy; that is, that a good impression could not be taken of any writing put upon it, and this, though the material from which it is made was a strong, hard, firm paper. But any paper will absorb common writing ink. It is likely that the Department, in selecting the kind of paper to be used, did not consider that it would be used for copying. But if the experiment is tried with good copying ink, and if care is taken, the result is always satisfactory. There is nothing harder than to make the postal card paper of just the proper texture.

The mania for the collection of cards is nothing like that for the collection of stamps, but people frequently try to see how much they can write on the back of one. President Cleveland's latest message contained 15,000 words. Yet a man in Belfast, Maine, put it all on the back of an ordinary postal card, with a steel pen and ink, each letter, as seen through a microscope, being beautifully formed. Moreover, a border three eighths of an inch wide was left around the card, representing a string of beads, 52 in number, each three sixteenths of an inch in diameter, and containing the Lord's Prayer; and 4,000 words were put into this border. The man was 77 years old, and insisted that he could get 18,000 words on a postal card. It took him 45 days to write this one.

The Stamp Division manages the very important matter of the issue, distribution and collection of newspaper and periodical stamps, which, as may be inferred, are used in the collection and payment of postage on second class matter mailed at the pound rate. Of these there are a great many denominations — from one cent up to sixty dollars. They are arranged in such denominations as will be multiples, and will enable postmasters, by making combinations of them, to represent any amount of postage. In one sense these stamps are never used at all; that is, the public never uses them. The publisher is always required to pay the amount of postage due when he sends his papers to be mailed. The postmaster is required to give him a receipt for it and to affix to the stub of that receipt stamps representing the exact amount paid.

The method of attending to this business has been somewhat improved lately. Originally, a receipt book with stubs was furnished to each postmaster, and he filled out a receipt and gave it to the publishers, and attached to the stub the proper amount of stamps; and at the end of the quarter he was required to send these stubs, with his statement of postage collected during the quarter, to the Stamp Division. There the statement was examined and the stamps on the stubs counted to see that the postmaster had affixed the proper amount and canceled them. Now the Stamp Division sends the larger offices manifold receipt books, made in sets of three sheets. The postmaster puts carbon paper under two of the sheets and writes the receipt on the first. That, of course, gives an exact copy on the other two, one of which he is to retain in his office as a record, so

that when an inspector examines the office and looks into the transaction of second class business, there will be something which he may consult. (Then, if he wishes, he may compare that record with the original receipts held by the publisher.) The third copy, to which the stamps are affixed, the postmaster sends now to the Stamp Division, in order that it may be known what amount of postage he has collected. After the stamps are counted they are all destroyed, as rapidly as the clerks can count them. During the first month of a quarter they rarely do this, there is so much other work on hand.

The present system operates as a check on the postmaster, because it leaves him no chance to make a receipt to the publisher for an amount different from that entered on the stub. In the old way, for instance, he could have given the publisher a receipt for five hundred pounds, and could enter on his stub two hundred and fifty, and affix the stamps accordingly. Then, too, under the old method he had no complete record in his office; so that inspectors, when they called, were at a loss. At a big office like New York, where they must do things systematically, a record would be kept; but a great many postmasters did not keep systematic records, and had nothing from which an inspector could ascertain the amount of business actually done. The new method is of further advantage because it enables the postmaster to keep, without any trouble, a complete record always on file in his office. He gets a fac-simile of the receipt which he gives to the publisher, without any extra work. Before, he had to fill out a receipt separately.

The larger newspapers keep a sum of money on deposit at their post offices to draw to for the payment of their newspaper postage bills. The postage for the day is figured up according to the weight of the package, and the stamps to the extent of the postage are then selected. None of these stamps are ever sold, so that even if one passed into dishonest hands it would be of little use, for it is not a legal tender and could not be used for postal purposes. But a woman who had the craze for stamp collecting called at the Bangor post office recently and said she wanted to buy "some of the stamps which are canceled when postage is paid on regular publications." It is against the rule to sell these stamps, and the woman's remark led to an investigation by an inspector. As they were never allowed to go from the office, they were naturally of great value to collectors.

The inspector found that the book had been taken by an employee, who believed it to be of no use. He sold them and found eager customers. But whatever ones he had on hand he cheerfully gave to the inspector who called on him.

It is believed by many that there used to be considerable collusion between the business offices of newspapers and the second class matter clerks in post offices; but now there is hardly any. The amount of revenue from second class matter to be expected in a given year or month from a given office is regular. It is known at the Stamp Division what the average increase is, and any marked falling off during any particular quarter would at once excite suspicion. The long and short of it is, however, that the postmaster has to be trusted. Some have contended that a stamp of small denomination should have been adopted at the beginning, so that it could be affixed to the bundle of papers when they were mailed; and that would have been the end of it, as with other stamps. An objection would be, of course, that it would be a great source of annoyance to publishers; and it would require a great many stamps of small denominations, down to fractions of a cent even. Most likely a departure like this could never be made.

In the annual report of the Postmaster General there is always printed a table, giving the weights and postages collected on second class matter, at offices which send out 40,000,000 pounds, collect over $400,000, and earn over 23 per cent. of the amount collected in the United States for second class matter, as at New York, all the way down to Meriden, Conn., which sends out twelve or thirteen thousand pounds annually, collects perhaps $125, and contributes 1/100 of one per cent. to the revenue from this source.

It is frequently contended that large newspapers, which receive a great many more stamps than they have any direct use for, should have the privilege of exchanging these for stamps of large denominations at the post offices, rather than sell their surplus at a discount to some dealer. The Third Assistant Postmaster General would say that such a change would seem to be improper; that instead of enlarging the opportunities now afforded for the use of stamps as currency, which the change suggested would do, they should be abridged, if possible. Moreover, if this change were made, there could consistently be no sufficient reason urged against extending the change

so as to make large denominations of stamps receivable for postage due and special delivery purposes, or for the payment of any kind of postage, or, in other words, of having them made exchangeable for other ordinary stamps of any convenient denomination — a practice that would doubtless be advocated, but which would be unquestionably inexpedient.

It costs the Post Office Department, as a careful estimate made by Postmaster General Wanamaker has set forth, from $12,000,000 to $15,000,000 as a dead loss annually to transport newspapers in the mails. But though he has pointed this out, he has also tried to impress upon Congress and the country, as far as he could, the still more striking fact that, if the Department could secure credit for the free work that it does for the other executive departments, the postal deficit would not only disappear at once, but there would actually be a surplus; and he has even gone so far as to suggest that with these logical and right changes the privileges already accorded to the newspapers (which he has argued are right, because it is the intention of the Department to disseminate intelligence in every possible way) might be extended even to the free carriage of papers altogether.

The special delivery stamp is of particular design, to be used only for the purpose of securing the special delivery of a letter, and it is made of this different form and larger than others so as to attract this instant attention, and so that any person handling it, no matter how hastily, will discover this purpose. Yet the question is often repeated, why it would not do to put on the same value of two-cent stamps. This would not answer the purpose; they would not clearly show that they were put on in order to secure special delivery, and they would not attract particular attention, either. A ten-cent special delivery stamp on a letter, as one writer has said, is supposed to keep it in constant motion from the time the letter is deposited until it is delivered. There is liable to be a little delay in starting a letter when it is deposited in a letter box instead of a post office, but everything must make way for special delivery letters after they once get into the vicinity of a mail bag. The clerk hustles them out with the first mail leaving the office and puts them on the outside of packages, or in a bundle by themselves, so that the next employee may see them in an instant. If the special delivery stamp is put on a pack-

age of second, third, or fourth class matter, it has to be treated in a first class manner — that is, it goes into a pouch instead of a sack, and is pushed through just as rapidly as a letter bearing the same stamp.

Two years ago over two and a half millions of pieces of mail were sent by special delivery, and the average time consumed in the delivery of each, after it reached the post office of the addressee, was only twenty minutes. That same year the number of pieces delivered was nearly one third more than the average for the four years previous. The messengers are paid by the piece, so that the larger the number of letters the better the wages. At some offices where substitute carriers are awaiting vacancies they are employed on the special delivery service. In Boston three times as many special delivery letters were delivered in August of 1890 as were delivered in August of 1886, and in Baltimore almost a similar increase has been shown.

There had been some complaint about the special delivery service at the Chicago office. An improvement ingeniously contrived was a mechanical carrier device, similar to the cash systems in use in large mercantile establishments, by which all special delivery mail was to be whisked across from the receiving to the recording division. This saved considerable time, but did not overcome the delay of entering the letters in the messenger's delivery book. Then a plan was suggested which it was thought would completely do away with the delay of carrying special delivery mail from the depots to the office, and of handling and recording it there. Upon eight of the railway post office trains arriving daily at Chicago, clerks from the Chicago post office distribute and "route" mail directly to the carriers. These clerks could, in a few minutes each trip, enter the special delivery mail in the delivery books of the messengers, hand the mail and the books directly to the messengers at the depots; and they in turn could immediately make their deliveries, and the records in the office could be made up from the delivery books after they were returned.

Another suggestion is that the special delivery be supplemented by a plan for return messages. A person who puts ten cents extra on a letter to insure immediate delivery, would, it is presumed, feel equal to the payment of another dime to hear from his specially

delivered message without delay. So it is proposed that the sender of a special delivery letter may put with it a return envelope, with another special delivery stamp upon it, addressed to himself. The messenger takes the letter and the return envelope, waits five minutes for an answer to be written, and then delivers it at the return address before coming back to the office. The stamps on the return envelope are to be canceled before the messenger starts on the trip. If there should be no answer, or if the person to whom the letter is sent is not at home, the sender would, of course, lose his extra dime, unless, of course, this fact is the very information he is after. But here the special delivery service would again come in contact with the district messenger service, and that would be a serious thing. Some postmasters have hesitated to encourage it, because it so interferes. Some have employed district messenger boys. But most of the postmasters understand that it is a valuable facility which the public is willing to pay for, and they have accordingly encouraged it. The only forcible objection to the system, as has been many times pointed out, is that it does not work well on Sundays, as the post offices are not required to make Sunday deliveries. All postmasters are allowed to fix Sunday hours for their offices, and some choose to make deliveries of special stamp letters; but the rule of the Department has been to ease Sunday work for men already overworked. The public probably sympathizes with this practice; and there can be no charge of indirection made against the Department, as all who use the special delivery stamp know that post offices are only opened on Sunday for general deliveries and that no street deliveries are made.

The folded letter sheets are furnished by the Postal Card Company of New York. They are supplied at the stamp agencies, but it is a small business, and the demand for this class of stamped paper is decreasing. Many think it had better go out of use altogether. The sheets are furnished only to Presidential offices. They were first tried during the War, as it was thought they would be useful to the soldiers for paper and envelope together; but it was found later that there was no demand for them, and they were discontinued. The second demand arose mostly from persons who had a letter sheet envelope for introduction. None of the big concerns or old contractors even bid on them. The cost is $23 a thousand. The postage

would be $20; that is, $3 a thousand is for the sheets. That is the price which is charged to postmasters. They are issued only in two cent denominations, and there is only one kind of them. Twenty per cent. less were issued this year than last. Business men use them but little, if at all.

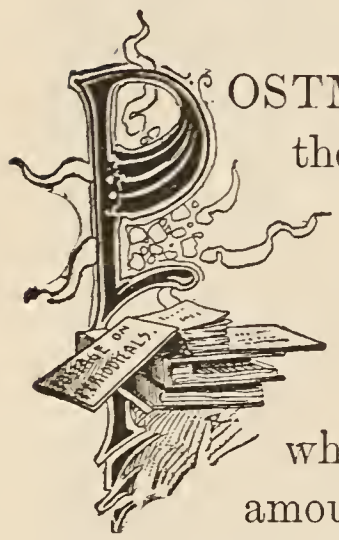
Official envelopes are the kind used by the Department, by the postmasters, and by all postal officials, or deputies of officials, for their official correspondence. The free registered package is similarly used for registered letters. The Morgan Company has the present contract for these, but the year previous it was secured by White, Corbin & Co., of Rockville, Conn., — but the Morgan Envelope Co. made the envelopes. The Post Office Department has nothing to do with the official envelopes of the other departments.

There has always been more or less discussion of the supposed abuse of the penalty envelope. The Department formerly had stamps, which were used in order that the Department might get credit for the matter which it was obliged to carry, and which it carried under the old arrangement for nothing and without having anything to show for what it did. When the stamps were used, the Post Office Department provided all the other departments with stamps and kept a record of them. Now each department provides itself with envelopes. A report was made in Congress a few years ago upon the abuse of the franking privilege. It was brought out that there were many hundreds of officials and clerks who could use stamps; and having got them, these people would, of course, use them for much of their correspondence.

A ruling of the Third Assistant Postmaster General is that indented or perforated sheets of paper containing characters which can be read by the blind are first class matter if they contain actual personal correspondence, and that otherwise they are mailable at the third class rate. This means that the correspondence of the blind, bulky as it necessarily is, is treated like matter sent for any other class of persons. In fact, any class distinctions have always been objected to by the Department. It is well known that the fear of being charged double and treble the ordinary rates compels the blind to make their letters as short as possible, and it is argued that they ask for no discrimination in their favor on such matter as they are able to send in the ordinary form, which includes type-written and

pen-written letters. It is when they are obliged to put the same matter in an embossed system, either because they cannot afford a typewriter, or because the person addressed is blind and can only read the embossed letter, that they ask to have the same matter go at practically the same rate. The whole number of blind persons in the United States is about 60,000 ; and it is contended, furthermore, that the amount of mail matter sent by them at letter rates would be almost infinitesimal as compared with that sent by the seeing ; and, therefore, the cost of transportation and delivery could not be perceptibly increased. The blind complain of another difficulty. Their letters, being written on embossed paper, are rolled up and wrapped like a newspaper for the better protection of the pages, and open at both ends. Though they pay the first class rate of postage, their letters are apt to be treated as second class matter. These, accordingly, sometimes lie over with newspapers and packages in a rush, and the delay causes not only inconvenience, but disappointment and loss. But the chief foreign countries take this view that the personal correspondence of the blind is first class, and, as has been stated, it is feared that the favor asked for them would be sought by many other classes.

DISTRIBUTING STAMPS; HANDLING REGISTERS.



POSTMASTERS are required to make requisition for all the supplies of stamped paper needed at their offices of the Third Assistant Postmaster General. The requisitions all come to the Stamp Division, are arranged alphabetically, examined and compared with the books of the Department to see if the person who signs the requisition is postmaster, and to find the amount of his bond and the amount of stamps furnished him during the preceding quarter. Every requisition has to go through this examination; or the clerks have only the signer's word for it that he is postmaster.

The first of a quarter the division receives several thousand requisitions every day. From about the 5th of July, say, the Stamp Division files requisitions from 1,200 postmasters a day, and this process continues for about twenty days. On 1,200 requisitions from postmasters the clerks probably fill 1,100 for stamps 1,000 for postal cards, 600 for stamped envelopes and 800 or 900 for special request envelopes. In addition to these are orders for postage due and newspaper and periodical stamps; so that, including all kinds of paper, they fill some days more than 4,000 requisitions. Blanks are furnished the postmasters, on which they order, on one blank, all the ordinary stamps, postal cards and ordinary stamped envelopes wanted; and on other blanks they order special request envelopes, postage due stamps and newspaper and periodical stamps. The division sends seven orders a day to the several postal agencies, giving the names of postmasters, offices, counties and states, one order for ordinary and special delivery stamps, one for postage due, one for newspaper and periodical stamps, one for letter sheet envelopes, one for ordinary and one for special request envelopes, and one to each of the postal card agencies. All of the stamps and

letter sheets are distributed from New York, all the envelopes from Hartford, and the postal cards from the agencies.

There are forty-seven clerks in the Stamp Division continually employed on this work, not including the chief and eight laborers and messengers. The work of counting newspaper and periodical stamps which are returned, and of redeeming damaged stamps and envelopes spoiled by misdirection, occupies the time of several men. At the first of the quarter it takes all the available force to fill the postmasters' orders. When this rush is over, all the available force is put to the work of counting and redeeming the stubs of receipts. It is impossible, with the present force, to keep up with the requisitions at the first of a quarter, although they never wait more than a few days. The messengers are instructed, when they open the requisitions, to separate those of all the large offices (that is, the offices that order more than a hundred dollars' worth), and these are filled immediately; and the smaller ones go out as rapidly as possible. There is never any serious delay.

Postmasters rarely anticipate the end of the quarter, and many persist in ordering on the first of the quarter when there is no need whatever. The Stamp Division discourages the practice of ordering on even quarters as much as possible, in order to have the work more generally distributed. The largest offices do not order so much on the first of a quarter. They order every month. New York orders a little over $300,000 worth of stamps every month, and over 4,000,000 postal cards a month. The postmaster's bond is $600,000, and he probably has on hand always a greater amount of Government property than he gives bond for. He deposits his money often, of course, but the New York office carries in stock always over $500,000 worth of stamped paper. The stamp and envelope agencies do not have any extra people to put on for a great rush of work at the beginnings of quarters, but they rarely fall behind more than a few days. The contractors put their goods in boxes and cases ready for shipment, and the force at the stamp agency does the rest, making out the receipts and writing the labels for the packages. The stamps are sent out to postmasters by registered mail, as the envelopes and postal cards are, except that postal cards for Boston, New York, Philadelphia and Cincinnati are supplied by freight. To all of the postal card sub-agencies shipments

are made by freight. New York requires a car load of postal cards every thirty days.

The distribution of these valuable supplies is such an intricate and immense business that it takes considerable time to complete an order. A nearby postmaster, say, makes a requisition. It reaches the Third Assistant's office the next morning, and the Stamp Division by noontime. All of the requisitions received at the Stamp Division before one o'clock are put in the order arranged for that day. The orders are first arranged alphabetically, so that the transcriptions to the order sheets for the agencies and also to the ledgers (both of which are arranged alphabetically) can be arranged more easily. The clerks have so many requisitions to examine every day that it is impossible for them to notice the names of the postmasters making them sufficiently to enable them to become familiar with the names to an extent that would help them in searching the ledger — though they know without any hesitation, of course, that Van Cott is postmaster at New York, and McKean at Pittsburg, and Harlow at St. Louis, and Wills at Nashville, and Backus at San Francisco, and so on. In some quarters (for instance, the third and fourth quarters of last year), it is impossible to do all the work without ordering the force back at night, for this work of issuing the stamped paper must be kept up with. And the work of redeeming stamped paper must be kept up; all that is received during the quarter must be counted and properly allowed during that quarter. All the receipts that come in for stamped paper issued have to be alphabetized and entered on the impression books, and then turned over to the Auditor's office, before the close of the quarter.

The only work that can possibly be let go, no matter what the rush may be, is the work of examining stubs. In some quarters the clerks are utterly unable to do it. All postmasters at whose offices second-class publications are mailed are required to submit quarterly statements of their collections of postage on that matter, and with that quarterly statement, as has been said, to send their stubs of receipts, with stamps affixed and cancelled, representing the exact amount of postage collected. Those are all examined, with the stubs, and then counted and destroyed, and the amount is posted; and there are between seven and eight thousand offices at which second class publications are mailed. Thus far these state-

ments have all been compared by the Stamp Division clerks, but it is getting to be impossible to do it. If a postmaster has not affixed the proper amount of stamps, he is called upon for the deficiency. Every few days a bundle of from fifty to a hundred reports are received from inspectors of offices which they have visited in the natural course of business. A special inspection is requested in case any dishonesty is discovered or suspected; but the chance for



WHERE RETURNED STAMPS ARE STEAMED, COUNTED AND DESTROYED.

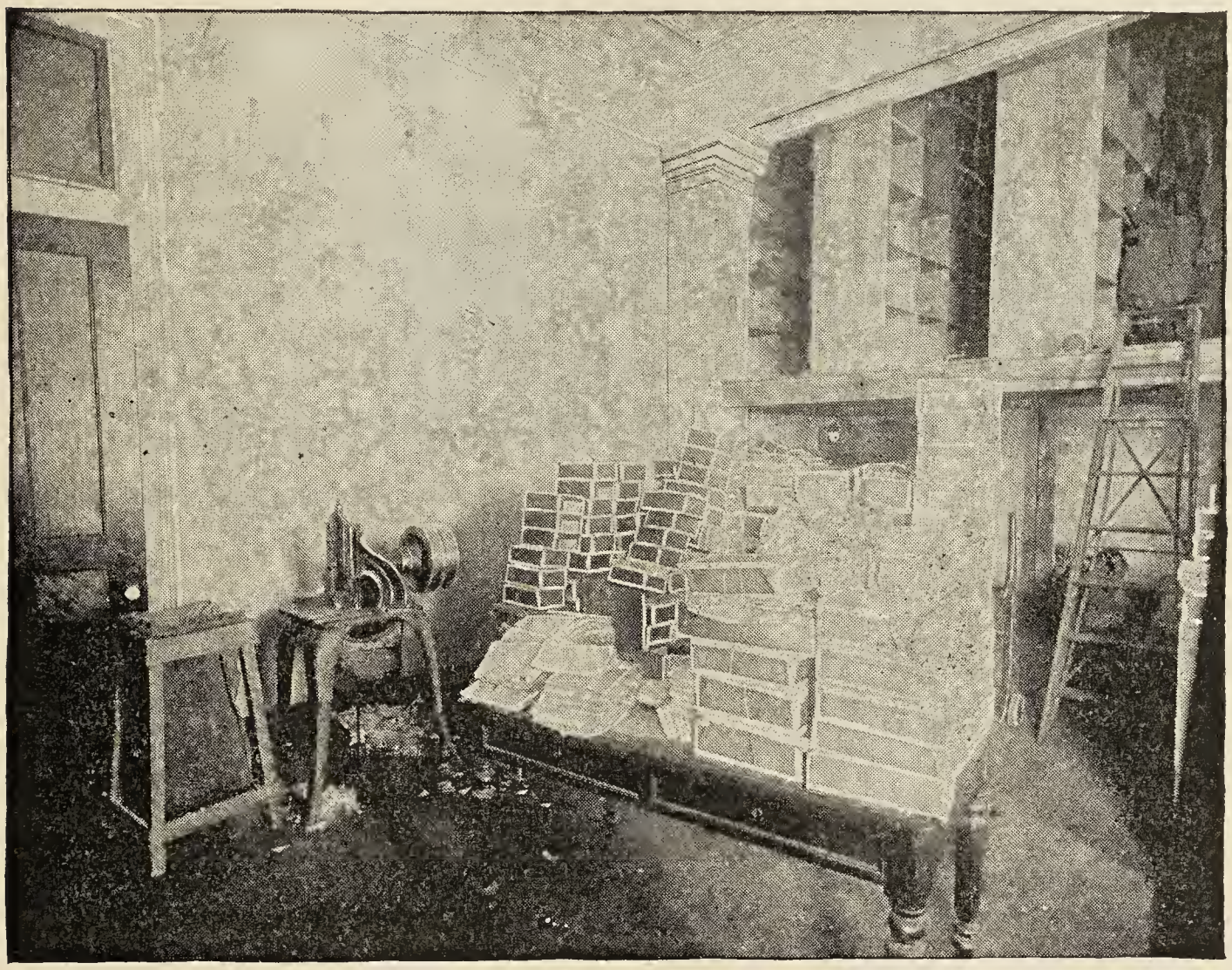
this discovery or suspicion is small, because the clerks could not recall continual mistakes on the part of one postmaster, and probably a different clerk would examine the postmaster's receipts each quarter. If the statement appears to be correct, and the stubs of receipts correspond, there would be nothing to excite suspicion unless there has been a material falling off in the amount of postage collected at the office in question during the quarter.

It is not understood by all that stamped envelopes spoiled by misdirection or by mistakes, or rendered useless by changes in firm

names, addresses, etc., may be redeemed, upon presentation at the post office within the delivery of which the misdirection or the mistake or change occurred, at their postage value in postage stamps, if presented in substantially a whole condition. But stamps cut or torn from stamped envelopes are neither receivable in paying postage nor redeemable. This is in order to prevent the redemption of envelopes that may have passed through the mails without cancellations of the stamps. For this same reason stamps cut from stamped envelopes uncancelled cannot be affixed to letters in payment of postage, and letters so mailed are held for postage. Where stamps are damaged in the hands of postmasters, or stamped envelopes have been spoiled as just described, they are all sent to the Stamp Division each quarter. These have to be counted, and then a notice of credit of the amount is sent to the postmaster and a credit sheet made up for the Auditor, authorizing the Auditor's office to credit each postmaster with such an amount. New York sends in about forty large boxes full of stamped envelopes every quarter, containing about 400,000, due principally to misdirections and changes of firm names, and about the same quantity is received from Chicago; for the larger the city the larger the business.

In a hot month the Stamp Division receives nearly a hundred packages a day of damaged stamps. During the winter, in the cold, dry weather, there are very few received, not any more in a month than are received in summer in a day. The damaged stamps come mostly from the South and Southwest, because the climate is hotter and damper. They are nearly all twos, and batches vary from a few dollars' worth to several hundred dollars' worth. They all have to be counted. Most of them arrive solid, and have to be put in hot water and steamed apart in the first place. If they all come out in full sheets they are very readily counted; but the worst work is when the postmaster keeps his stamps he knows not how, and the playful cockroach riots among them and eats the mucilage off, and a few stick together, and a few tear, and he sends several hundred in, all separate and loose. Then each individual stamp has to be handled and counted. After they are counted, they are all destroyed. The stamps that are returned during hot weather are not damaged through the carelessness of the postmaster. It is the state of the atmosphere, for often they adhere when placed in vaults.

The question has been studied how to find a mucilage that will not be affected by atmospheric changes; for this business causes a great deal of annoyance to the public also. A man buys ten, twenty, twenty-five stamps, and puts them in his pocket. They stick together. He takes them back to the postmaster and wants him to redeem them, and is told that the regulations don't allow it. He



DESTROYING RETURNED STAMPED ENVELOPES.

cannot send them to the Department and have them redeemed, either. He may, however, dampen them and tear them apart, and then put mucilage on them again.

To allow the postmaster to redeem unused stamps would be in effect to make them currency. All business houses who advertise extensively receive immense numbers of stamps, many more than they can use, especially of the higher denominations. But if the Department were to redeem them, it would be flooded. Nor can a postmaster sell stamps which he has in his possession as Government property except for cash; nor, indeed, is he allowed to exchange them for others of different denominations; and all this because it

would make currency of them. And it is argued that business houses which take stamps in payment for bills know that they are not currency, and hence must not complain that they are not allowed to pass them as such. Hence, no doubt, as before hinted, millions of stamps are sold at a discount, though not very much to the agents of the Department, as it is believed, for that is unlawful. A private individual may sell them, of course, as cheaply as he chooses, or he may give them away, or throw them away; and similarly he may buy them as he chooses.

Said the redemption clerk at the New York post office recently:

"The redemption business at the New York office is probably as large as that in all the other post offices of the country combined. The stamped paper comes to me sometimes in great batches, and one day alone I paid out $380 worth of stamps. The largest amount returned in a lump was one lot of about 10,000 envelopes, one-cent and two-cent. I handed out for those just 8,700 two-cent stamps, or $174 worth. The large banking and mercantile houses and the clubs are about the only concerns that take advantage of the law. There are, undoubtedly, thousands of stamped envelopes spoiled which are destroyed, as the fact that they are redeemable is not generally known."

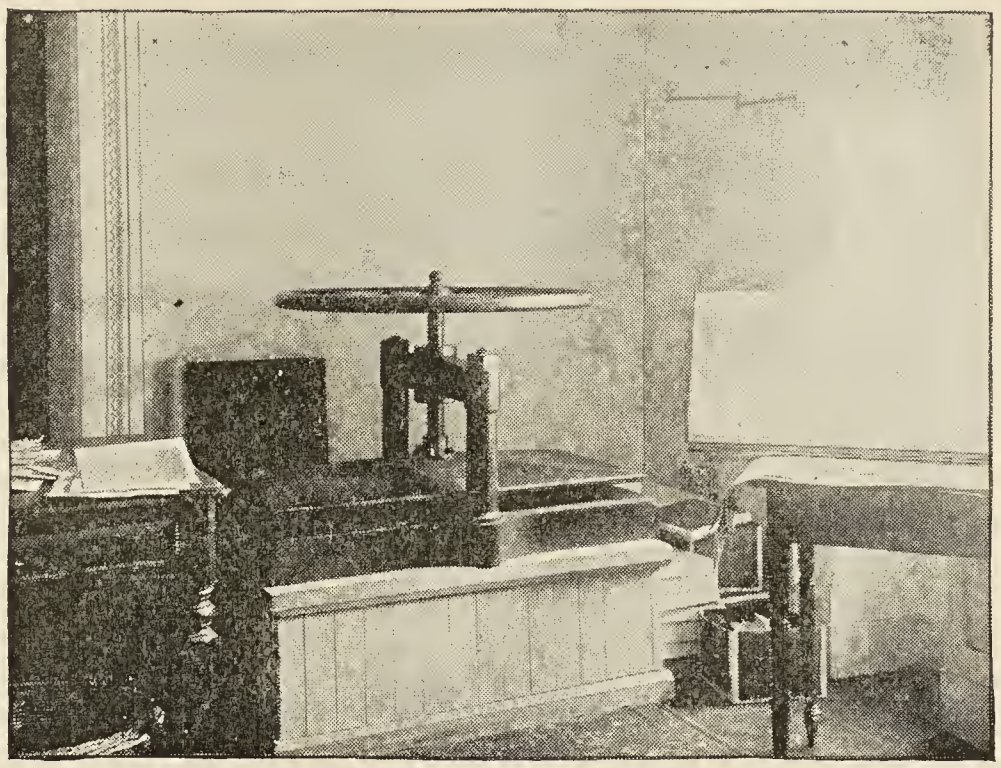
In a year the New York post office has redeemed as much as $20,000 worth of stamped envelopes; and it was a very smart metropolitan who saved the stamps of stamped envelopes to the value, as he thought, of $140, only to find that they were worthless.

The immense business of the Stamp Division is illustrated each year by a table similar to the following:

Artieles issued.	Number.	Amount.
Ordinary postage stamps	2,397,503,340	$46,239,050.00
Special-delivery stamps	2,569,350	256,935.00
Newspaper and periodical stamps	4,098,263	2,055,798.00
Postage-due stamps	14,974,820	361,573.00
Stamped envelopes, plain	224,611,250	4,373,525.99
Stamped envelopes, request	281,743,500	6,078,140.45
Newspaper wrappers	49,871,500	579,501.50
Letter-sheet envelopes	817,500	18,802.50
Postal cards	424,216,750	4,246,165.00
Aggregate	3,400,406,273	$64,209,491.44

The total number of requisitions filled during an average year for the several kinds of stamped paper is nearly 600,000. The most notable item of increase always is that of the special request

envelopes. The number of parcels in which these supplies are put up and mailed to postmasters during an average year is almost three quarters of a million. Then there are issued 13,500,000 registered package envelopes, 1,300,000 tag envelopes for registered packages, 1,800,000 envelopes for returning dead letters, 38,000,000 official envelopes for the use of postmasters and other postal officials, and 53,000 newspaper and periodical stub books, or more, in an average year. The number of cases in which postmasters return damaged stamps and misdirected stamped envelopes for credit is usually almost 12,000. Credits are allowed to the extent of almost a quarter of a million dollars.



THE BIG LETTER PRESS,

Operated by two men to make copies of requisitions filled.

The object of the registry service, an important division of the Third Assistant's office already mentioned, is the safer transmission of mail than the ordinary process affords. The chief safeguard of registered matter is to confide the registered matter to the care of those employees of the Department alone who are sworn officers. These include postmasters, their assistants and the sworn clerks of their offices, postal clerks, transfer agents and letter carriers. The aim is to have a registered letter, from the time it is deposited in the post office where it is mailed until it is received by the person to whom it is addressed, in the custody of one or another of these officials or employees. Every person to whom the custody of a registered article is intrusted must make a record of it, give a receipt for it when it is received, and take a receipt when he parts with it.

To handle each registered piece separately would require a very large force of postal clerks, while between some points, no matter

how large the force, owing to the limited time in transit, it would be impossible to give and take the usual receipts and make the necessary record. To overcome this difficulty the registered pouch and inner sack systems were introduced. In the pouches passing between given points are placed all the registered articles that would ordinarily pass to the office to which the pouches are dispatched. These pouches are locked, as has been said, with rotary or tell-tale locks, that indicate when they are opened. Each pouch is handled as a single registered article, and is receipted for by the label it bears and the serial and rotary numbers of the lock with which it is fastened. It may contain fifty or more articles, but the postal clerk who receives it counts it as a single piece. Its contents, when inclosed, are first carefully verified by two pouching clerks, and again by two witnesses when the pouch is opened at its destination. Nothing can be removed in transit without changing the rotary number of the lock; and as each person who receives the pouch is obliged to receipt for it by the rotary, as well as the serial, number of the lock, it can readily be ascertained who, if anybody, opens the pouch. The postal clerks are not permitted to have keys to open the rotary locks; these are furnished only to postmasters who exchange registered pouches. Thus, registered matter transmitted in these pouches is as safe (if, indeed, it is not safer, since it is not subject to the danger of being mislaid or stolen in transit) as when delivered separately piece by piece to the postal clerks.

The difference between the registered pouch and the inner sack service is chiefly that registered pouches are received in person by postal clerks or transfer agents, both sworn employees of the Railway Mail Service, at the office of dispatch, and are either delivered by them in like manner at the office of destination or to another postal clerk or transfer agent for such delivery. Inner sacks may not at all times be in the special custody of postal clerks or transfer agents, but they are designed to meet, as nearly as possible, the requirements of the registered pouch service at offices where direct receipt and delivery to postmasters, postal clerks, or transfer agents are impossible. Where one or both of the exchanging offices is not a terminal office for postal clerks and where there is no transfer agent, the registered sacks, after being closed with tell-tale locks, are pouched in iron-lock pouches with ordinary mail, from the post

office where it is made up, to a postal clerk, or from the latter to the post office of destination. They are never exposed to the view of outsiders, nor are they handled by any but sworn officials or employees, except in locked pouches, and then their presence is unknown. The brass-lock service is in operation only upon star routes, and is designed to relieve postmasters at small offices from handling, recording, and receipting for registered matter other than that addressed to their own offices, as they would be compelled to do if the matter inclosed in the brass-lock pouches were received in the way-pouches.

The registry method of mailing articles is not as popular in this country as in some others. One reason is that other governments show their own faith in the system by indemnifying any losers. England, for instance, considers the fee paid on each letter or package as insurance for the twenty-five dollars which the British Government will pay the sender should the article be lost beyond recovery. This is the highest rate of indemnification paid by any country. In the United States last year there were more than eleven million pieces carried by the registered mails. This represented a special revenue of over $11,000. There were only nine hundred pieces lost, and if the insurance had been placed on a par with Germany's, say, each loser might have received ten dollars a parcel and the special receipts would yet have covered the actual disbursements. The indemnification for lost registered mail has been strongly recommended by Postmaster General Wanamaker, and many newspapers have desired it. Congressional action is, of course, required. It is very much assumed in this country, and rightly, that the ordinary mails are safe enough for most purposes; and some time ago an insurance company in New York, which went into the business of insuring the delivery of letters, promptly went out of business. Much of the advocacy of indemnification by the Government is due to the fact that express companies, undertaking to deliver valuable packages, become responsible for them, while the Post Office Department does not.

SECOND CLASS MATTER FIENDS.

THE office of the Third Assistant has its annoyances and its trials. It has its fiends who want their publications admitted to the mails as second class matter when they are not second class matter at all, and its fiends who will not admit them. The Post Office Department, or its representatives in the different post offices, are very particular to know the exact character of a publication which applies for admission to the mails at the cent-a-pound rate. Not only must it be known whether the publication is to be a magazine or a newspaper published daily, semi-weekly, weekly, or monthly, where it is printed, who runs it, who edits it, and how the editor is paid, but the publisher has also to state whether the proprietors or the editors are interested pecuniarily in any business or trade represented by the publication. The publisher must further state whether its readers consider his paper a general or special trade organ or not, how many copies he furnishes regularly to each advertiser, and whether these copies are free or paid for. The number of papers printed for each issue must be set forth, as well as how many of them go to subscribers who have paid for them with their own money; and, besides stating the subscription price and the number of sample copies which it is desired to send out each week, the publisher has to disclose the ways in which he has planned to obtain the names of the persons to whom he intends to send these sample copies.

The pound rate was established by the Congressional Act of 1874, but the distinction between advertising sheets and other newspapers was not made until 1879. All other rules of the Department in regard to advertising sheets have been made in accordance with the act of 1879. The act of June 23, 1874, in giving the pound rate of postage, gave it to actual subscribers and news agents only.

Under this act there was no definition; the publisher only said the publication was issued periodically. But the act of March 3, 1879, stated conditions upon which a publication should be admitted as second class. This act enlarged the privilege of publishers so as to include sample copies. Prior to the Act of 1874 special mention was made of exchanges; they went free of postage. It is still assumed that they go at the pound rate.

The work of classifying the periodicals has been done at the Department since September 15, 1887. Before that only difficult questions were referred to the Department. Any postmaster had authority to admit a publication, by exercising his judgment; or, if the character of the publication were questioned, the case was carried to the Department. Until September 15, 1887, there was no general oversight by the Department of these publications. Many of them were admitted by the permit of postmasters; and it is impossible now to determine whether they were really entitled to admission. There was almost an endless variety of rulings; for there were almost as many judges as there were postmasters. Now, whenever a new publication is presented for mailing, it is the duty of the postmaster to require the publisher to make sworn answer to a series of questions given in the Regulations, to furnish the postmaster with two copies of the paper; and the latter exercises his judgment whether he will issue a regular temporary permit allowing it to go at the pound rate, or a conditional permit allowing the publication to go on a deposit of third class postage, subject to the refunding of the excess over second class postage, if the Department decides that it may go as second class; or he will refuse to issue a temporary permit and forward the publication to the Department with a statement of the facts.

In passing upon a case the Third Assistant's office first sees whether the publication complies with the technical requirements — whether it is issued at stated intervals, bears the date of issue, and is published as frequently as four times a year and is numbered; whether the application for entry is from the office of publication as shown by the paper. The office of publication is defined as "an office where the business of the paper is transacted, and where orders for subscriptions are received during business hours;" and "this office of publication shall be shown by the periodical itself." It

would cause endless confusion if papers were printed in one place and mailed in another, and so far as the collection of postage on them is concerned, it would be almost impossible to attend to it properly. Of course, if all classes of matter went at the same rate it would make no difference; but as long as the publisher of the second class periodical has special privileges, he is restricted to sending it from the post office of publication.

These are the technical points. As to other requirements, the character and general appearance of the paper are taken into account; whether it appears to be published in the interest of any one person, or is devoted almost entirely to advertising; the number of copies printed; the number of subscribers claimed; the subscription price; and the number of sample copies proposed to be mailed; and, on these points, the office forms an opinion whether the publication comes under the clause which provides:

"It must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry, and having a legitimate list of subscribers, PROVIDED, HOWEVER, that nothing herein contained shall be so construed as to admit to the second class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates."

It is very difficult to determine whether a publication is issued at the nominal rate or not, by reason of the custom of offering premiums. The Department has not drawn the line very closely on the premium business. A few years ago a New York daily offered Webster's Dictionary as a premium. Numerous weeklies offer premiums for getting certain numbers of new subscribers. Agricultural papers offer seeds, and it is very difficult to say whether the publications are intended more to advertise the seeds or to disseminate knowledge.

A good many publishers think the Department very inquisitorial. But there is law for it all; and all this is necessary, as well as lawful, because of the great increase in the volume of new publications, and because so many schemes for advertising purposes are sprung on an unsuspecting Post Office Department every day. The law stipulates that the publication shall have a legitimate list of subscribers. Attorney General Devens rendered an opinion in 1879 that whether the list was legitimate or not was a fact to be determined by getting all the facts that could be ascertained; that a publication might

have a nominal list of subscribers and yet it would be an advertising sheet, the list being simply procured for the purpose of obtaining the pound rate, and the main object being advertising; so that a publication that has a small list of subscribers and a large list of sample copies might not be admitted, while another publication having no large number of subscribers, but having few sample copies, would be legitimate.

One of the worst of the mere advertising publications to secure admission to the mails before there was any regularity in the process was a sort of farmers' paper published in central New York, which the publisher would mail regularly to anyone who would send him a list of names; and then he would send circulars, as well as papers, to the persons in the list. He would offer premiums of the nominal full subscription price, and that seemed to give the periodical some character. Another publication of the same concern was issued from New York, and it claimed a monthly circulation of 500,000. A post office inspector found, however, that it did not have more than 3,000 real subscribers, and that all the rest were sample copies. These two publications were later combined, and at the present time are probably legitimate. Some really first class papers are used to advertise certain things. For instance, one magazine used to send out with every copy a coupon for which the subscriber received a pattern, worth twenty cents, as a premium. The coupon, however, must not be detached from the regular sheets of the publication, nor must it be inserted in such a way that the evident intention was to have it detached. Some papers have printed among their pages coupons with perforations so that they might readily be torn off; and a Philadelphia publication once sent out errata to a catalogue, (which had previously been issued by the same house), intended to be taken out of the magazine and put in the catalogue. The publication was excluded as long as it carried this extra sheet, which was in effect merchandise.

The disposition of the Department is unquestionably liberal. Its present head, and others who have directed its affairs, have believed in the American periodical. But the laws which draw the line so closely are necessary and wise, and there is no question that the legitimate and wise publishers of the country sympathize with the Department when it is brave enough to exclude an illegitimate pub-

lication, no matter how powerful it may seem to be. The exclusion of mere advertising sheets would naturally throw more advertising into the hands of those legitimately in the newspaper business. The pound rate of postage was enacted for the purpose of encouraging the dissemination of information of a public character, and anything of a private character was supposed to be excluded, unless it might be incidental. Being for that purpose, it was not the intent of the law to allow a man's private business to be the main object of the publication. If he wanted to circulate any information in regard to that, he should do it in the proper way, by paying the legitimate postage on it. And otherwise, a great many papers would be practically price lists that would crowd out all competitors. A publication was recently before the Department which had a business house back of it; in fact, it had been published by them. It was gradually merged, however, into an independent corporation. Yet it still remained true that a person who did business with that house and got them to handle his goods, must place an advertisement in their paper, and the price of the advertisement was deducted from his bill of goods. The business house before mentioned paid for a large number of copies of the paper and furnished to it a list of names to which these were to be sent, and this list formed an important part of the whole subscription list.

The secret society papers and those intended to develop insurance associations are hard to reach. Generally speaking, their subscription lists would be merely nominal, because they would go without question to each member of the society or association. But the organizations get around that; for the society or the association will contract with a publisher for a regular periodical, and it will take one copy for each member, and claim that all these members are legitimate subscribers for the paper, while the fact probably is that the different lodges, or councils, or subordinate assemblies, are called upon to subscribe for a certain number of copies; and there is nothing in the postal laws and regulations to prevent this, although it would probably be admitted freely enough that the publications are primarily for advertising purposes. The publication price is usually very low, for with the large circulations that are inevitable the publisher can afford to furnish great numbers cheaply.

There is trouble also with the "supplement" business, for the

idea is prevalent that anything may be called a supplement. The law says that the supplement must be matter that is issued with the publication. The regulation provides that an independent publication that is not germane to the periodical is not supplemental matter; that a publication that is issued, and has advertisements, and is offered as a supplement to various papers, is not permissible; but that literary matter may be accepted as a supplement. If a sheet is intended for more than one paper, it is not a supplement, but if it is for a particular paper, and if its advertising is for that paper, then it is a supplement. But where the advertising is general and does not belong to the periodical, it is not a supplement. In order that a supplement may be identified with its paper it must bear the name of the paper and the date of issue.

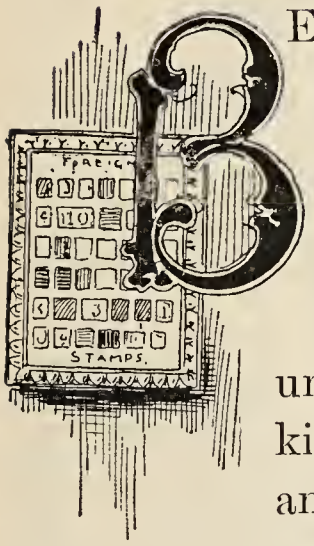
The Third Assistant's office has admitted on the average six thousand periodicals a year, for the five years in which the decisions have been with the Department. Many of them, probably two fifths, are old publications re-admitted. So that four clerks in the Stamp Division have passed upon eighteen thousand new publications in addition to the others. In making up this record, a publication that is in its first volume is called new; if it is in its second volume, it is called old. Sometimes a publisher will number the first volume of his paper ten. There is no regulation to prevent his doing that. The Department is obliged to exclude not more than one tenth of the publications submitted to it, and probably one tenth of those excluded modify the forms and purposes of their publications so as to be admitted finally. The work of the clerks, or of the Third Assistant, or of the Assistant Attorney General of the Department, so far as it relates to second-class publications, is not entirely pleasant, unless the life of a man is pleasant who spends it chiefly doing unpopular things which are also right. The clerk in charge ought to have twice as many assistants in order to keep up with his mail. Probably two fifths of all the applications have to go back for correction. The technical requirements are specified on the back of the blank, but few notice it. For instance, they do not show the periods of issue, nor the subscription price; the applications may not show the number of subscribers; and if that is so, the Department cannot take action. The correspondence cases are handled by the clerk in charge and an assistant. The other clerks do miscella-

neous work, answering letters, which number from ten to fifty a day, and all that.

Not infrequently the Department investigates an alleged subscription list. A suspected publisher is invited to send to the Department the names of twenty-five or fifty of his subscribers. He does it. The supposed subscribers are invited to say upon a slip (which is sent for reënclosure to the Department in a penalty envelope) whether he is really a subscriber or not, and often not one in the twenty-five or fifty will say that he is. But on the other hand all admit that they receive the paper gratuitously. Information in these cases is usually secured in this way, and from postmasters, too, at the offices of publication; but now and then post office inspectors are required to make investigations. It is a natural thing for the rejected publisher to make as fussy a time of it as he can. The rejection is great advertising for him and he does not fail to see the advantage. He either gives up his publication, however, or else makes it conform to law.

Many think the pound rate ought to be limited to actual subscriptions and to a reasonable number of sample copies, a number equal to one half the subscribers, say; and something like this was recommended at the Postmaster General's recent convention of postmasters. Some, on the other hand, believe that every printed thing ought to go at a uniform rate, and that, if necessary, the rates should be raised. It is unfortunate that the Department is without any digest of rulings. The Postal Laws and Regulations are almost impossible to obtain, though just now they have been edited again. When questions relating to second class matter are appealed, they go to the Third Assistant, and from him to the Postmaster General.

THE MUCH ABUSED STAMP MANIAC.



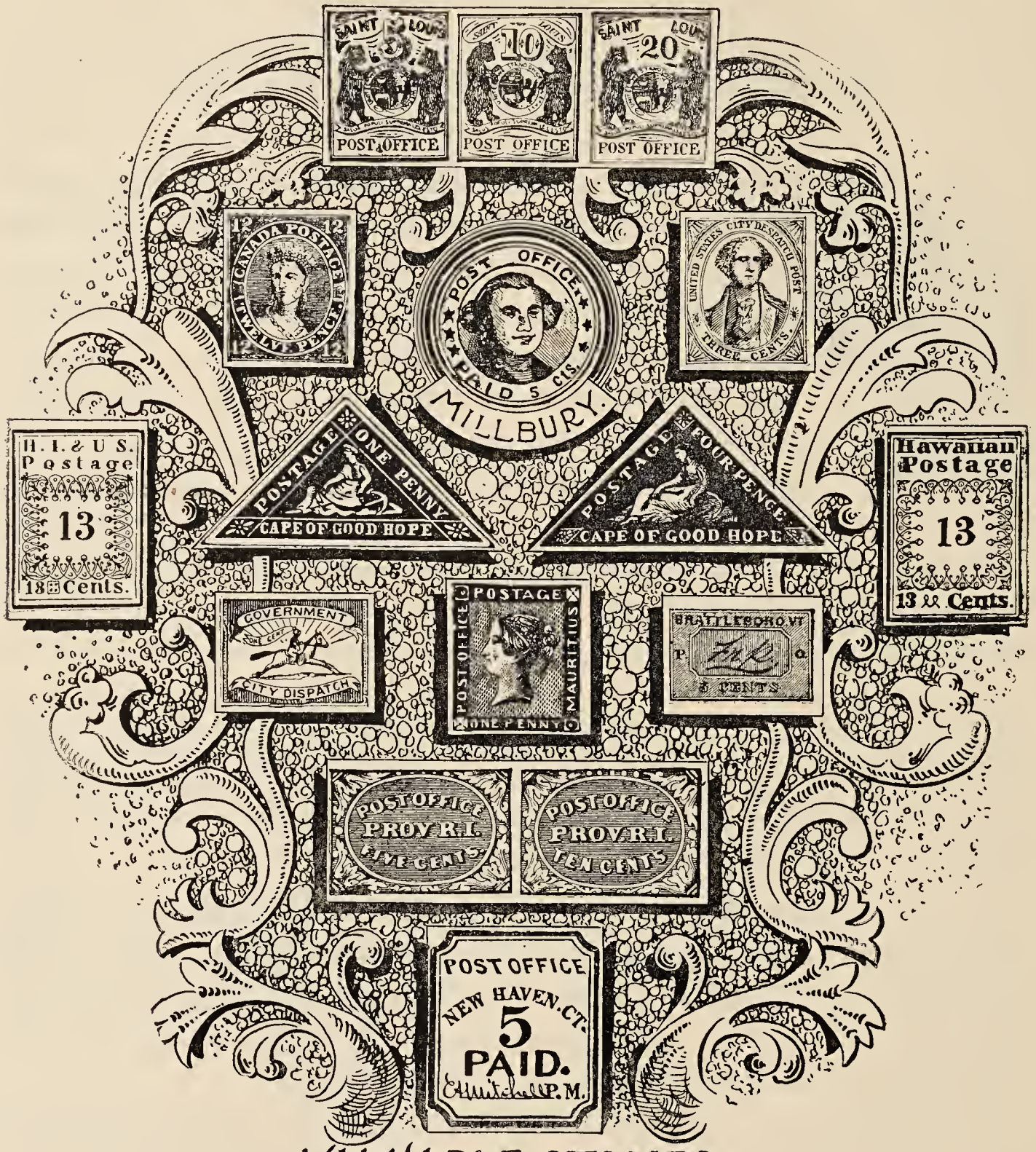
BESIDES being obliged to contend with the second class matter fiend, the Third Assistant's office has the stamp maniac to deal with. It ought to be said that the trials and annoyances of the Third Assistant's office which are due to the stamp maniac are confined to the amateur, for the professionals understand that the Department cannot supply any kind of stamps, foreign or domestic, old or new, in any quantity. For the comfort of the Department and everybody of influence in it, as well as for the public convenience, the following might well be posted in large red and blue letters on all bill-boards:

> The Post Office Department does not buy or deal in canceled stamps or those that have been used. No specimen stamps, either domestic or foreign, are sold or given away by the Department. Newspaper and periodical stamps, either perfect or canceled, are not permitted to pass beyond the custody of postal officials. On no pretext are they sold to anyone.

But there is nothing of discouragement in this for the stamp maniac, professional or amateur. He goes on forever. He has his publications. They are devoted exclusively to philately, as the stamp mania is called. In almost every large city and town in the country are professional dealers in postage stamps.

The methods used in the buying and selling are auction, approval sheet, and private sale. Auctions are carried on by several of the large dealers and many rare stamps are sold by auction at what seem enormous figures. The auctions result for the most part from the breaking up of fine collections, with such specimens added as the cataloguer may wish to dispose of in this way. These figures show about what amounts first class sales will bring, according to the rarities offered: 864 lots, $2,423.98; 981 lots, $2,522.16; 1095

lots, $4,056.57; 1,113 lots, 2,698.37; and 1,729 lots, $6,601.89. The highest prices paid for single stamps at these sales were $326 and $140; and none of the stamps sold were very rare ones. The approval sheet method is a very satisfactory way of buying and



VALUABLE STAMPS

selling stamps. It gives a chance to examine the stamps before buying, and so one is able to see exactly the condition of the stamp; and it brings into communication those who would do business together in no other way. Shops where nothing but stamps are sold are found in all the large cities. Paris has a stamp mart in the open street.

The prices of stamps vary, according to their rarity, from twenty-five cents per thousand to several hundred dollars apiece, some even reaching into the thousands. On the first page of a well-known catalogue one finds the following:

Brattleboro, Vt.	1846	5 cent	$250.00
Baltimore, Md.	1846	5 cent black on white paper	200.00
Baltimore, Md.	1846	5 cent black on bluish paper	300.00
Baltimore, Md., envelope	1846	5 cent black on white paper	300.00
Baltimore, Md., envelope	1846	5 cent black on buff paper	300.00
Baltimore, Md., envelope	1846	5 cent black on blue paper	300.00
Millbury, Mass.	1847	5 cent black on bluish paper	300.00
New Haven, Conn., envelope	1845	5 cent red	200.00
New York, N. Y.	1842–3	3 cent black on buff paper	100.00
New York, N. Y.	1842	3 cent black on green paper	100.00
New York, N. Y.	1842	3 cent black on blue paper	20.00
New York, N. Y.	1842	3 cent black on blue glazed paper	7.50
New York, N. Y.	1845	5 cent black	3.50
New York, N. Y.	1845	5 cent black variety	15.00
Providence, R. I.	1846	5 cent black	3.50
Providence, R. I.	1846	10 cent black	20.00
St. Louis, Mo.	1845	5 cent black	75.00
St. Louis, Mo.	1845	10 cent black	50.00
St. Louis, Mo.	1845	20 cent black	500.00

Probably the cataloguer could not supply more than half a dozen of the above list and many of them could not be purchased at any figure whatever.

That high prices are not restricted to United States stamps is shown by the following list of prices:

Canada	1851	12d.	$100.00
Cape of Good Hope		1d.	100.00
Cape of Good Hope		4d.	90.00
Hawaiian Islands	1851–2	2c.	500.00
Hawaiian Islands	1851	5c.	300.00
Hawaiian Islands	1851	13c.	200.00
Hawaiian Islands	1851	13c. variety	300.00
Mauritius	1848	8d.	200.00
Mauritius	1847	1d.	350.00
Mauritius	1847	2d.	350.00
British Guiana	1850	2c.	150.00
British Guiana	1850	4c.	215.00
British Guiana	1856	4c. blue	250.00
British Guiana	1856	4c. magenta	350.00

These are a few of the rarer stamps, but, as with coins, their value varies enormously with the condition of the specimen. Among the

choice stamps are those issued by various cities and towns of the Confederate States of America.

Philately is the name given to the branch of study which embraces the collecting and arranging of postage stamps. The word was introduced in 1865 by M. Herpin, a well-known French collector of the time. The word has been put in the dictionaries of Webster and Worcester and occurs also in the Century Dictionary. As M. Herpin explains it, the word means "the love of the study of all that concerns pre-payment."

It is maintained by many that this study is a science; but call it a study. It is a great study! It teaches history, geography and the arts. It teaches the use of the eyes, and it cultivates the memory; for what collector is there who, though he has five or six thousand varieties, cannot tell at a glance whether a certain stamp has a mate among his treasures?

Every boy collector knows upon looking at the stamps of the 1869 issue of the United States that, at some time in the past, letters must have been carried by men on horseback; of course he asks, until he has been told that before railroads led to every part of the country the only communication was by pony post. On the fifteen and twenty-four cent stamps of the same issue he sees the pictures, taken from those immense paintings in the Capitol at Washington, representing the landing of Columbus, and the signing the Declaration of Independence. He again asks questions, until he learns about Columbus and about the men who signed the Declaration; and he also finds out why it was necessary to sign one. From these he goes to stamps bearing portraits of the presidents. Turning to Mexico he sees the great changes that have taken place in her history, the government overthrown, the empire created under Maximilian, and finally the restoration of the old government. It does not take him long to find out what this means, and he never forgets it, because his stamps are before him to keep it fixed in his mind.

Every country contributes something to his history lesson. He learns geography partly from the stamps themselves and partly by locating the countries whence they come. If he has a Columbian Republic, State of Panama, issue of 1887, he will have a map of the Isthmus of Panama. An envelope of the Hawaiian Islands has a fine picture of Honolulu and its harbor.

A stamp collection is particularly rich in objects of natural history. Canada shows the beaver, India the tiger and the poisonous cobra de capello, New South Wales the kangaroo, the lyre bird (the most beautiful of the birds of paradise) and the emu. Tasmania has the duck bill, Peru the llama, the United States of America the eagle, the United States of Colombia a condor, New Foundland the seal, the cod and the New Foundland dog, Gautemala the quezal, Western Australia the beautiful black swan. One of the water-marks in the old Indian stamps is the head of the elephant and that of the island of Jamaica is a pineapple. Ancient history is recalled by the various allegorical figures, the finest of which are those found on the newspaper and periodical stamps of the United States. They are gems in workmanship and coloring. Even astronomy is touched upon, for on the stamps of the new republic of Brazil is the constellation of the Southern Cross.

The young man soon learns the various styles of engraving and finally the very construction of the paper upon which the stamps are printed. So, before condemning the stamp crank, see how good he is to the world, and then understand how he can derive so much pleasure from his hobby.

Scores of books go into the most minute descriptions of all the stamps known to have been printed. They give quality, color and kind of paper, water marks, colors and shades of colors, perforations and variations of perforations, rouletting, size, variation in dies struck from the same plates, errors in die, color and paper, and so on. For a knowledge of everything accessible touching United States stamps a volume by Mr. John K. Tiffany of St. Louis suffices. The advanced collector will find in the catalogue of Moens & Co. of Brussels, the most valuable guide yet published. As to the envelopes of the United States new discoveries, errors, etc., are continually made, and the excellent book of Mr. Horner, which has long been authoritative, is a little out of date. A new and complete description of the United States stamped envelopes, wrappers and sheets by Messrs. Tiffany, Bogert & Rechert, experts on the subject, has just been published by the Scott Stamp and Coin Co. It contains reproductions of fifty different sizes and shapes of envelopes.

The collection of postage stamps in the United States did not

No.	Date.	Type.	Value.	Color.	New.	Used



698

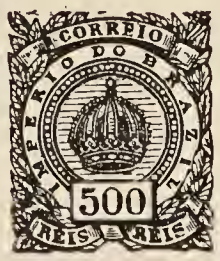
73	1885	698	100r	lilac	10	1



699



700



701

74	1887	699	50r	blue	8	2
75	"	700	300r	blue	30	5
76	"	701	500r	olive	50	10



702



703



704

77	1888	702	100r	lilac	10	1
78	"	703	700r	violet	75	50
79	"	704	1000r	pearl gray	1.00	25



705

80	1890	705	20r	emerald green	3	2
81	"	"	50r	olive green	5	3
82	"	"	100r	crimson	10	2
83	"	"	200r	purple	20	3
84	"	"	300r	bluish purple	30	5

Same re-engraved.

85	1890	705	50r	olive green	5	2
86	"	"	100r	crimson	10	2
87	"	"	200r	purple	20	3
88	"	"	300r	bluish purple	30	5



705

No.	Date.	Type.	Value.	Color.	New.	Used
89	1891	706	100r	blue and red	10	2

REVENUES USED FOR POSTAGE.



707



708

Perforated.

151	1887	707	100r	greenish p		
152	"	708	200r	lilac		
153	"	"	200r	" var		

NEWSPAPER STAMPS

Rouletted.



709

201	1889	709	10r	yellow	50	40
202	"	"	20r	"	30	25
203	"	"	50r	"	20	15
204	"	"	100r	"	30	15
205	"	"	200r	"	50	25
206	"	"	300r	"	60	25
207	"	"	500r	"	75	
208	"	"	700r	"	1.25	
209	"	"	1000r	"	1.50	
210	"	"	10r	olive	2	2
211	"	"	20r	green	3	3
212	"	"	50r	pale brown	6	5
213	"	"	100r	violet	15	8
214	"	"	200r	black	25	25
215	"	"	300r	carmine	35	35
216	"	"	500r	green	60	60
217	"	"	700r	blue	75	75
218	"	"	1000r	brown	1.00	1.00



710



711

A FAC SIMILE OF A PAGE FROM A STAMP CATALOGUE.

begin to be known until about 1860, though collections began abroad in the early fifties. There were a number of dealers in the United States as early as 1862. At the present time there are several firms of stamp dealers in this country, each having a capital of over $100,000 invested in stamps, envelopes, and so forth. In New York City there are seven firms which make a business of collecting rare stamps and disposing of them to collectors. These professionals are always in touch with the markets in Europe, generally having resident buyers on the continent or in London, and the volume of business done by them is astonishing. For thirty dollars one can buy a set of three albums, handsomely bound, with a separate space reserved for each of the twelve thousand different stamps which make up a complete collection, and with a description of each stamp. It takes many times thirty dollars, however, to make up the collection. The professional stamp collector is generally a dealer also in curious coins, fractional currency and Confederate notes.

The Scott Stamp and Coin Company does business in two offices in New York City. Up town they occupy an entire building. The basement floor is occupied by the coin department, and the first floor contains the salesrooms and assorting departments. A large force of women, trained in the business, is constantly occupied in making up packets, arranging approval sheets, and assorting the more or less permanent stock in trade. The salesroom occupies the front of the first floor. A long table extends from one end of the room to the other with a row of stools in front and several women clerks behind. The sales are mainly made from sales albums, in which a very large assortment of stamps is arranged and classified with the price indited in pencil over each stamp. The stock albums are kept in enormous safes arranged along the wall behind the table, and in these safes are also kept the reserve stock of stamps, which are arranged in envelopes in consecutive order in boxes, each envelope bearing the catalogue number of the stamps which it contains. A large royal octavo catalogue, abundantly illustrated and containing some four hundred pages, is the standard by which sales and exchanges are almost universally conducted in this country. New editions are issued each year, and the prices of stamps are gauged for the most part by the results of the permanent auction sales which have taken place during the year. The enormous correspon-

dence of the company relates to the sales of individual stamps at catalogue prices, to the approval sheet system, and to the sale of packets.

This sale of packets constitutes a large part of the business of most of the stamp dealers. Every dealer publishes his packet list, in which he offers the best bargains which he can afford; and for comparative beginners the purchase of a series of graded packets forms the cheapest means of starting a collection. Packets containing one thousand assorted stamps (including duplicates) are offered for twenty-five cents; others containing one or two hundred, with no duplicates, are offered for the same amount; and as the quality of the contents of packets increases the price increases in a proportionate degree. For instance, seven hundred different stamps from fifty-five countries in the Western Hemisphere, called the "Columbus Packet," are offered for $25, and one hundred and fifty Mexican stamps, including some rare varieties, are offered for $15. Thirty-five South American stamps are offered at fifty cents.

The stamp dealers and the stamp collectors want important stamps, whether used or unused, to be put upon the free list. Mr. R. R. Bogert, of the Bogert & Durbin Company, said not long ago:

"To know how widespread this engaging pursuit has become, you have only to consider the fact that there is at least $300,000 of incorporated capital engaged in the business in this country alone and about 150 publications devoted to it, and several hundred thousand people engaged in it. Germany has not so many publications nor so many collectors as America, but the subject is approached even more seriously there than here. Their papers are more historical and exhaustive than ours. Great Britain numbers her collectors by the hundreds of thousands, too, and France is not far behind. Boys no longer outnumber the others, but clergymen, lawyers, doctors, business men, and women engage in it heartily. One of the most earnest collectors in this city is a clergyman, who, when he attends an auction sale of stamps, gets genuinely excited over the bargains."

An estimate made by a very conservative stamp dealer puts the number of collectors in the United States at 300,000. But thousands upon thousands of young people take up the occupation each year; for stamp collecting has been found to be a most attractive way of interesting the young in politics and geography, and it is encouraged by many teachers and parents. Sales of dealers show a great annual increase, and there is not a large city but has its philatelic society, where members discuss and exchange stamps.

As for albums, it is estimated that upwards of a quarter of a million dollars is expended on them each year, from the cheap twenty-five cent editions for beginners to the $25 editions for more advanced collectors, and the higher priced ones specially prepared for the very expert collector, who is not content with ordinary specimens of each die.

The newspaper and postage due stamps, the former used entirely by the second class matter clerks in the post offices and the latter by postmasters or clerks only, with which to charge postage due, are supposed never to come into possession of the public; but they sometimes escape through postal people who are not sufficiently familiar with the regulations. Almost every considerable stamp dealer offers them for sale. A few years ago a postmaster in Massachusetts sold several hundred dollars' worth of periodical stamps. When he was notified to stop, he tried to recover all of these; but they had got securely in the clutch of the stamp cranks, and of course could not be recovered. The stock of periodical and postage due stamps in the hands of dealers is augmented by the acquisition of stocks stolen from post offices. The burglars cannot use these stamps, and their only means of disposing of them is to "fences," and eventually the stamp dealers (who, of course, cannot afford to be too particular about the sources of their supply) come into possession of them. Certain customers of the stamp dealers are frequently complained of to post office inspectors. They have sent for approval sheets (sheets from which the customer is supposed to select what he wants and return the money for his purchase), but keep the stamps and never send the money. The largest concerns, however, frequently send approval sheets to the value of a hundred dollars; but this is only to customers of known responsibility. The stamp cranks exchange surplus stamps among themselves, of course.

In Europe the stamp collection craze is much wilder than it ever was in this country. The Queen's counsel, Philbrick, had a large and fine assortment, and he kept up a continual correspondence for many years with all the principal collectors in Europe and America. Recently, however, he disposed of North and South American stamps, preferring to confine his attention to the Old World. At the same time he disposed of his collection of orchids to a stamp dealer of Ipswich. The Ipswich collector has a large

building devoted to stamps, and he has made a fortune in the business. It is said that Alphonse de Rothschild sold his collection of postage stamps for $60,000. It was not generally known, even to stamp collectors, that he possessed a particularly fine assortment of stamps; but that was because his collection was made many years ago, and for ten years or more he had apparently lost all interest in the subject. The largest and finest collection in the world is in the possession of Count Philip de Ferrary of the French Capital, the son of the late Duke of Galliera. The postage stamps of this titled individual are worth $500,000; at all events he spent that amount collecting them. The cost of the 3,000 volumes in which they are exhibited was $65,000. Next in value is the collection of the late T. K. Taplin, M. P., a linen weaver of London, who expended something over a quarter of a million on his hobby, paying $40,000 for a single private collection, which he purchased not to incorporate bodily in his own collection but to cull out a few rare specimens which it contained. He bequeathed his whole collection, valued at $125,000, to the British Museum. The total number of different stamps which have been issued in all the world from 1840, judging by the face alone, is about twelve thousand, but there are minute differences in stamps in the same series and denomination, such as the texture of the paper or the different water marks, which are esteemed important by fastidious collectors, and which make a complete collection run up into the hundreds of thousands. At a recent sale of rare postage stamps in London a single British stamp of 1856 brought $250 and was considered cheap at that price. Some Russian stamps are so rare that they command almost any price, and attempts are frequently made to forge them. Sir Daniel Cooper, a far-off Australian collector, recently sold his fine collection for $15,000. In England, Belgium, France and Germany, there are stamp dealers having each a capital of over $100,000 invested.

Single foreign stamps have been sold at auction for very high prices, and private sales are reported at fabulous sums. On very scarce stamps the differences in value for the same denomination are controlled principally by the condition of the stamps, whether damaged, soiled, mutilated, or defaced, or in prime condition. The stamps of the Reunion Isles have brought various prices, according to conditions, from $200 to $400. The 12d stamp issued by Canada

in 1851 has been sold at from $100 to $150, though numerous proof specimens can be bought for a five-dollar bill. In the Sandwich Islands earlier stamps are scarce, ugly and very valuable. The 13c (1851 and 1852) has been sold at from $150 to $300. Probably the highest priced stamp in existence is the common looking one penny of Mauritius, issued in 1847. A single one of these is valued at $1,000, because there are only six or eight of them known to be in existence. There is probably no genuine one in this country; but as the field for forgery is wide, there are a good many bogus ones. Of course, in order to be valuable, proof of the genuine character of the stamp must be had. Each of these six or eight recognized Mauritius stamps has a tabulated record of the different owners who have possessed it, corresponding to the pedigree of a blooded horse.

In the United States one of the best collections of stamps is owned by Mr. John K. Tiffany, President of "The American Philatelic Association," author of the work on the postage stamps of the United States, and possessor of the finest philatelic library in the country as well. Like many other advanced collectors, Mr. Tiffany is a lawyer of high standing. His tireless industry and perseverance have enabled him to discover many new varieties in United States stamps. Other advanced collectors are W. C. Van Derlip, Boston, Gen. E. D. Townsend, U. S. A., Washington, D. C., R. C. Brock, attorney-at-law, Philadelphia, and P. H. Hill, merchant, Nashville, Tenn. The best collection of envelopes in Washington City is owned by Gen. Duncan S. Walker. At a recent New York sale of stamps from the collection of Mr. Brock the aggregate reached was upwards of $10,000.

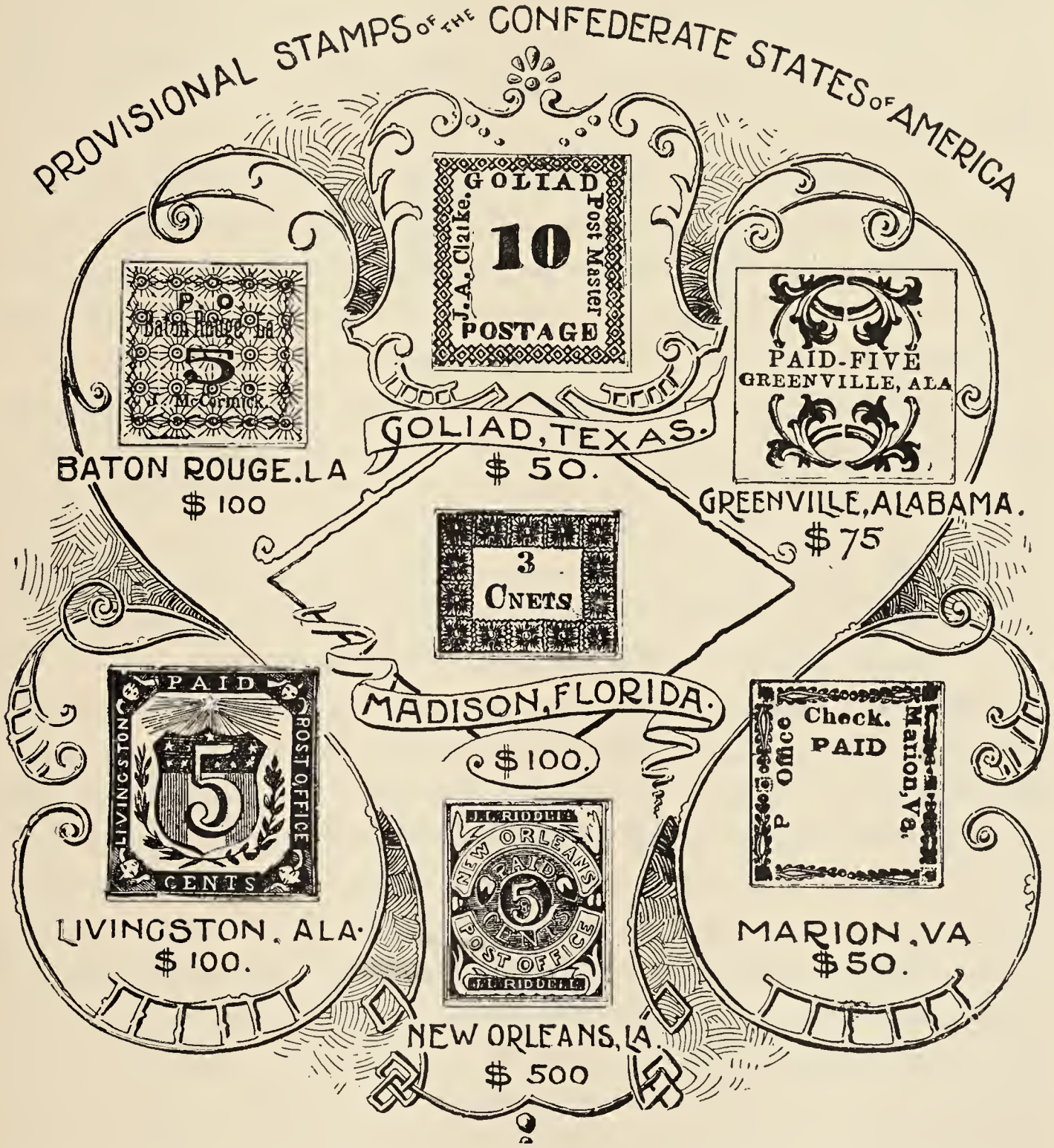
Of the United States stamps there are many varieties; and including the so-called local stamps and varieties of paper, perforation, grille, shade of color, errors, etc., together with the many thousands of varieties of envelopes (when size, shape, paper, dies, errors, etc., are considered), they constitute probably the highest aggregate philatelic value of all countries. It is considered that the handsomest stamps issued, taken altogether as sets, are the United States newspaper and periodical stamps, never used except to paste in account books, never seen by the public except in albums. These stamps, as is well known, range in face value from one cent

to $60, being twenty-five in number, and are very handsome in design and color. Sets of these are not obtainable from the Government now, except by foreign countries for official purposes of identification under the Postal Union agreement. Nevertheless, as some ten or more sets were given away by a former official of the Post Office Department as specimens, and as a number of the sets that went abroad have found their way back to this country, sets of them have been sold at various prices, ranging from $20 to their full face value.

Perhaps the mostly high prized sets of United States stamps are the special stamps used for many years for the payment of official postage. These stamps, excepting those of the Post Office Department and of the larger values of the State Department ($2, $5, $10, and $20) were similar in design, though different in color. A fine set of them in first class condition might bring about $50.

The issue of stamps was undertaken by several American postmasters before the use of the first stamps printed in 1847 by the United States. The attention of the Postmaster General was called to the matter, but he saw no objection to the arrangement, and the stamps were ignored by the Department. These stamps had no official sanction and no significance except as indicating the amount of postage charged; and they represent merely an agreement between the local postmaster and his patrons. Their object was to enable the public to mail letters at hours when the post office was closed. The most valuable of these, perhaps, is a fine specimen of the original envelope of the stamped envelopes issued in 1845 by the postmaster of New Haven. A poor specimen of this stamp sold at auction for $200. A fine specimen recently found among a lot of unwrapped letters costing ten cents apiece is held at $1,800. It is easily worth $1,000. Other varieties of the "postmaster" stamps, issued mostly in 1845, have been sold as follows (sometimes at even higher prices): Brattleboro, Vt., five cent, $150; Baltimore, five varieties of five cent, from $150 to $250; Millbury, Mass., 1845, five cent, sold at $200 to $300, — one specimen held at $500. The Brattleboro stamp was engraved by Thomas Chubbuck, who lived in Brattleboro and afterwards in Springfield. This stamp was issued by Dr. F. N. Palmer (the postmaster at Brattleboro in 1845–8), and did duty in Brattleboro

and vicinity, recognized by all postmasters as a voucher of the payment of the letter to which it was affixed. It was not the first postage stamp issued or used in this country, as has sometimes been claimed, being antedated by a stamp issued by the New York postmaster as early as 1842, while the St. Louis post office had used



stamps of this denomination at least a year before Dr. Palmer's stamp appeared in 1846. Only a few countries had then begun the use of postage stamps, Great Britain in 1840, Brazil in 1841, and Saxony soon after. The Palmer stamps were in use but a short time, for the Government soon after began the issue of stamps. Years after Mr. Chubbuck found among his specimens of work a

single sheet of eight of these stamps, and sold them to a collector for a small sum. The purchaser afterwards told him that he sold the eight stamps for $10 each; "but the man I sold them to," he added, "got $20 apiece for them." A former Boston dealer in stamps two years ago said:

"I only know of two persons in Boston who can boast of owning a Palmer stamp. One was bought about twenty years ago for seventy-five cents; the other, bought in 1882, cost perhaps $100."

Other local or semi-local stamps highly prized by collectors are: Alexandria, Va., 1845, five cent, valued at $200; Providence, R. I., five cent, valued at $3, and ten cent, valued at $20; New York City Dispatch three cents, valued at from $1 to $15; and St. Louis, face values respectively five, ten, and fifteen cents.

On July 23, 1845, Colonel Gardner, then postmaster at Washington, issued stamped or prepaid envelopes of a five cent denomination, which were sold to the public at six and one quarter cents each, or one "pip," as the half shilling was then called, or eighteen for $1. A full description of them has been found, but not a single envelope, used or unused. An advanced collector has stimulated the search by the offer of $1,000 for an undoubted specimen.

Some collectors pay high prices for errors in color or impression, or for engraver's errors. Take the following combination of errors: The "horseman carrier," as it is called, has printed upon it a picture of a horseman at full speed, and from his head flies the legend "one cent." Above is "Government" and below "City Dispatch." These stamps are said to have been used from 1851 until as late as 1860. Several varieties were found, including long and short rays, prints in black and in red, and later one with the word "sent" instead of "cent." Finally a variety was found with "O R E" instead of "one" and "sent" instead of "cent." This unique combination of engraver's errors is found in the collection of C. F. Rothfuchs of Washington, and could not be purchased for $200.

Errors in United States envelopes are very numerous. Those of the 1869 set occur in the fifteen cent, twenty-four cent, thirty cent and ninety cent, and were caused in printing, the medallion being inverted in each case. Errors in the regular stamps sell to dealers

all the way from fifty cents to $7, according to the condition of the stamps and the eagerness of the collector. Errors in the small denominations have been sold at $50 and $75, and the ninety cent error is held at $250. The only error known in the color of the official stamps is in the two cent navy. The regular color is blue; the error is of the same color of green as the State Department stamps, and sells at about $6.

Foreign "errors" are plentiful as huckleberries in season. The British Colony at the Cape of Good Hope issued two triangular stamps in 1857, a 1d red and a 4d blue. By mistake some of the 1d were printed in blue and some of the 4d in red. The regular colors are worth now from $4 to $6 each; the errors, from $100 to $150 each.

The highest price at which a specimen of the ten cent Reay War Department envelope has been sold was received at auction many years ago, the price, paid by Mr. Tiffany, being $50. Since then specimens have been sold at much lower figures, especially those of the light red variety. The six cent special issue size of envelope specimens are of peculiar shape and are sold at $50. General Walker has specimens not held by any other collector, upon which he has uniformly declined to put a price. They embrace such oddities as the five cent Garfield envelope printed in blue instead of brown, old issues of shapes and water marks not chronicled, and issues of the Plympton series, numbering one hundred and fifty and of various dies, shapes and water marks, not chronicled by any one, and not, so far as known, officially mentioned in public lists.

A few years ago the Postmaster General ordered a reprint of an obsolete design of a five cent stamped envelope. It was a mistake, and as soon as it was discovered, all of the envelopes, about ten thousand in number, were called in. A stamp collector in New York learned in some way that these envelopes were soon to be called in; so he bought fifteen hundred of them before the postmaster had time to send them back to the Department. He soon had a monopoly of the issue, and was selling them freely at $5 each to stamp cranks. Another incident: a collector learned that there would be a short issue of a certain denomination put in circulation, so he went to the contractor and purchased $10,000 worth of the new

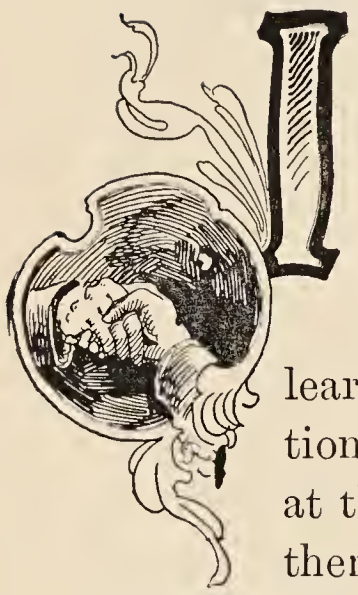
issue. He attempted to sell them at greatly advanced prices, and complaint was made to the Department. An investigation was had, and the result was that an unlimited number was ordered to be printed, and the man who had invested his $10,000 was so badly off that he appealed to the Department to redeem his unsold stock. The Department is always on the lookout for counterfeiters, and suspicions are generally aroused when persons not authorized to sell stamps are found disposing of them in large quantities. But in twenty years it has not been discovered that any counterfeiting has really been done.

In Chicago not long ago a woman entered complaint at the post office that many of her letters received from her brother in China came without stamps, and when received, the corners where the stamps should have been were wet. In some cases the thief had not stopped to remove the stamp by wetting it, but had cut it out, leaving the contents exposed. In one of the letters so mutilated was a check for $50. The lady said that her brother-in-law, who also received letters from China, had had his letters tampered with in the same way. It was some stamp maniac,—and such have only to be caught to be dismissed in disgrace. The stamp craze once got a New York letter carrier in trouble. When he entered the service even, he was beginning to show signs of a violent mania. Soon the unfortunate victim's movements became so queer as to attract attention. The boxes of his fellow carriers seemed to have a fascination for him. He would plunge his arm into them and withdraw handfuls of letters, over which he seemed to gloat with immeasurable glee. This was especially the case when the foreign mails came in. It was simply thought to be good grounds for suspecting him of being an ordinary letter thief. But when he was searched his sadder condition was disclosed. In every pocket of his clothes, plastered about him, wherever they could be concealed, were stamps — cancelled, useless postage stamps. There were hundreds of them, stamps from all corners of the world. Had he worn them outwardly upon his person he would have looked like a walking crazy quilt.

The unsuspecting stamp collecting public is exposed to other handicaps and frauds. Awhile ago a person who pretended to be "John J. Morgan, philatelist, publisher *Columbian Philatelist*,

Camden, N. J.," was found to have been operating for a year with circulars, price lists, etc., of what he called rare postage stamps. A great many persons, tempted by his liberal offers, sent him their valuable supplies, which they never saw again — nor any money, either. About the same time a person who called himself Horace Stone began a similar business in Philadelphia. He was suspected of being "Morgan"; but just as the operations of this person, or persons, began to attract notice he, or they, silently disappeared.

2,200 POSTMASTERS VISIT 45,000 OFFICES.



IT had been a favorite contention of Postmaster General Wanamaker that the thousands of post offices in this country were not closely enough in touch with the Post Office Department at Washington, and he had sought in every way to bring the general post office and all its branches into better sympathy. The Department learns from the post offices that the postmasters unquestionably do better work if they understand that the offices at the central bureau take an interest in them and support them in their efforts to improve the service. In all of his reports Mr. Wanamaker had advocated a wider inspection, or visitation, of the post offices. He first urged the division of the country into twenty-five or thirty postal districts, in which the best postal expert in each one, perhaps a postmaster, perhaps an inspector or a railway mail superintendent, should be deputed to visit all the offices from time to time, and not only make suggestions to the postmasters for their improvement, but also examine all the phases of the postal business and see in what way it could be improved; and he recorded his firm belief that an appropriation of $50,000 for such a purpose would actually save to the Department ten times that sum in the cutting off of useless service and especially in enabling the service, as it stands, to do a much more remunerative work in numberless quarters. This was too much new legislation for Congress, and the measure never passed. It then occurred to Mr. Wanamaker that he could enlist the coöperation of the postmasters themselves, without expense to the Department, depending upon their loyalty to the service, — which he had had frequent occasion to be made aware of. He said in his report of last year:

> There was, to be sure, no money to pay them for any services it was proposed to ask for; but I had had such frequent unsolicited evidences of their enthusiastic support that this objection did not seem material. The authority of the official

not specially deputized to do certain things might be questioned, but I depended, on the other hand, upon the adaptability and good temper of the visitor and the visited alike.

A personally signed credential of the Postmaster General was therefore finally sent to each of the 2,807 county-seat postmasters in the United States. It was accompanied by a brief note for each visited postmaster to see, and the following questions for the visitor to answer with reference to each visited office:

1. Is the post office located conveniently for the people? If a map of the town, with location marked, or a picture of the building can be conveniently obtained, it will be useful to the Department.
2. Is it within the eighty rod limit; if not, why could it not be so located?
3. Is the post office well arranged, clean and orderly?
4. Are the books, accounts and reports kept properly and promptly written up?
5. Is the office used as a place for lounging?
6. State the time when the mails are received and dispatched.
7. Is notice of the lottery law posted where the public may see it?
8. Do the patrons of the office generally regard the post office as efficiently conducted?
9. Does the postmaster study and understand the postal laws and regulations and realize the responsibility and dignity of being an officer of the United States?
10. State how much time the postmaster gives personally to the duties of the office; and if the work is done by proxy, who does it, and at what pay?
11. If the postmaster has any other business of office, state it.
12. What improvements in the postal service for this locality have occurred since the present postmaster was appointed?
13. State the names of and distances from your office to the four nearest post offices.
14. How can the service be improved, and what is the chief obstacle in the way of improvement?
15. At what distance from your office is the nearest telegraph office?
16. At what distance from your office is the nearest savings bank?

What marking will you give the postmaster on the following basis: 1 means poor, 2 means fair, 3 means good, 4 means excellent, 5 means perfect.

The elements to enter into the rating are the following: Convenience of the office, cleanliness, order, keeping of the accounts, personal attention of the postmaster, improvements in the service made during the last year, growth of the business in the past twelve months.

The postmasters were quick to realize the benefits of this visitation. The county-seat postmasters enjoyed making their trips so much, and saw that the visits would benefit the visitor and the visited alike so much, that they travelled in the aggregate thousands of miles, and spent out of their own pockets thousands of dollars.

The magnitude of some of these undertakings was most notable. Fresno County, in California, for instance, comprises over eight thousand square miles, or nearly 5,280,000 acres. Its eastern boundary is the summit of the Sierra Nevada Mountains, and its western the summit of the Coast Range. Fresno County is larger than Massachusetts or New Jersey, and four times as large as Rhode Island. Everywhere wonderful good judgment was exercised. The visits were just official enough, and just unofficial enough; so that the visited postmasters were very glad to coöperate and to furnish all necessary information. 2142 of the 2800 county-seat postmasters actually made reports in the time specified, and not only did they report upon the condition of 45,600 of the post offices of the country, but they made thousands, even, of valuable suggestions for the improvement of the service in detail. Many of these suggestions might seem trivial, but in the aggregate they were of immense importance. All suggestions were referred to the proper bureaus in the Department, and wherever it was wise and possible the recommended changes were made. The county-seat postmasters were reported upon in turn by the inspectors.

The following were the leading items obtained by an actual compilation of over 38,000 of these reports:

Post offices conveniently located	36,930
Post offices inconveniently located	607
Changes of locations suggested	162
Post offices well kept, clean and orderly	34,718
Post offices not well kept, etc.,	3,126
Books, accounts and reports properly and promptly written up	31,107
Books, etc., not properly and promptly written up	6,281
Post offices lounging places	1,250
Post offices not lounging places	35,691
Offices having one or more mails arriving and departing every day (that is, supplied with daily mail service)	29,909
Notices of the lottery law found posted	32,677
Lottery law not posted	4,962
Post offices satisfactory to patrons	36,267
Post offices not satisfactory to patrons	1,066
Postmasters found to understand the Postal Laws and Regulations	32,573
Postmasters found not to understand the Postal Laws and Regulations	4,814
Postmasters devote all their time to their offices	22,070
Postmasters do not devote all their time to their offices	15,420
Postmasters found to be engaged in objectionable employment in connection with their post offices	166
Postmasters made obvious improvements in the service of their offices	9,801

Postmasters who had not made improvements in the service	23,997
Offices which could be discontinued and supplied from other offices	409
Number of offices rated 5, or perfect	1,754
Number of offices rated 4, or excellent	8,495
Number of offices rated 3, or good	14,797
Number of offices rated 2, or fair	8,508
Number of offices rated 1, or poor	1,919

Two of the most interesting items (to quote from the last annual report) which every county-seat postmaster was asked to report upon, were the distances from the post office to the nearest telegraph office, and the distances to the nearest savings bank. These distances, reported in various terms of feet, blocks, rods, yards and miles, were reduced to a common term, and averages struck of the various parts of the country, with the following results:

New England States.— Average distance to the nearest telegraph office, 4 miles; average distance to the nearest savings bank, 10 miles.

Middle States.— Average distance to the nearest telegraph office, 3 miles; average distance to the nearest savings bank, 25 miles.

Southern States.— Average distance to the nearest telegraph office, 9 miles; average distance to the nearest savings bank, 33 miles.

Western States.— Average distance to the nearest telegraph office, 7 miles; average distance to the nearest savings bank, 26 miles.

Pacific Slope States.— Average distance to the nearest telegraph office, 13 miles; average distance to the nearest savings bank, 52 miles.

Many of the visiting postmasters exercised great originality and acumen in making up their reports. Many sent carefully prepared letters discussing topics of postal interest. Many adorned their reports with maps, diagrams and other illustrations. Many sent photographs, which gave, of course, the exact appearance of the visited offices, inside and out; and some of the county-seat inspectors submitted with their reports photographs of all the offices in their counties.

Mr. J. B. Patrick, postmaster at Clarion, Pa., bound his reports and enclosed them in a stiff brown cover. He wrote that he visited every one of the seventy-four offices in his county. He made recommendations about the star routes. He travelled in all about four hundred and fifty miles, three hundred by buggy, one hundred and thirty-three by rail and seventeen on foot.

Mr. C. A. Wilcox, postmaster of Quincy, Ills., reported upon Adams County. His visit caused seven postmasters to supply their offices with new cases, and they soon experienced an increased revenue



VIEWS OF POST OFFICES RETURNED BY VISITING POSTMASTERS.

from box rents. He found thirty-three offices in the county which had no banking, and twenty-four which had no telegraph, facilities. Mr. Wilcox submitted a map of each town and a very clearly drawn map of Adams County. Reporting upon the Richfield post office, he said:

Supplied by stage from Fall Creek six times a week. The inspector will always remember Richfield. If it were as large as ancient Rome, it would cover as many hills. Being circumscribed in area, it covers only one, or rather, seven combined in one. Beyond the town it slopes away to the four points of the compass, down, down, down.



ROUGHING IT NEAR RICHFIELD.

Postmaster James F. Sarratt of Steubenville, Ohio, inspected the offices of Jefferson County. He discovered a great interest, especially among the farmers, in the development of the star route service, and he recommended that letter boxes be put along all the star routes so that mail messengers might collect mail that had been deposited and deliver it at the termini of their routes. Postmaster Sarratt believed that the increase in the amount of mail would be perceptible. He noticed that those villagers in a township which were not provided with a post office felt rather keenly that they were discriminated against. He also discovered that the farms were not only more desirable, but actually more valuable, where those postal facilities were provided.

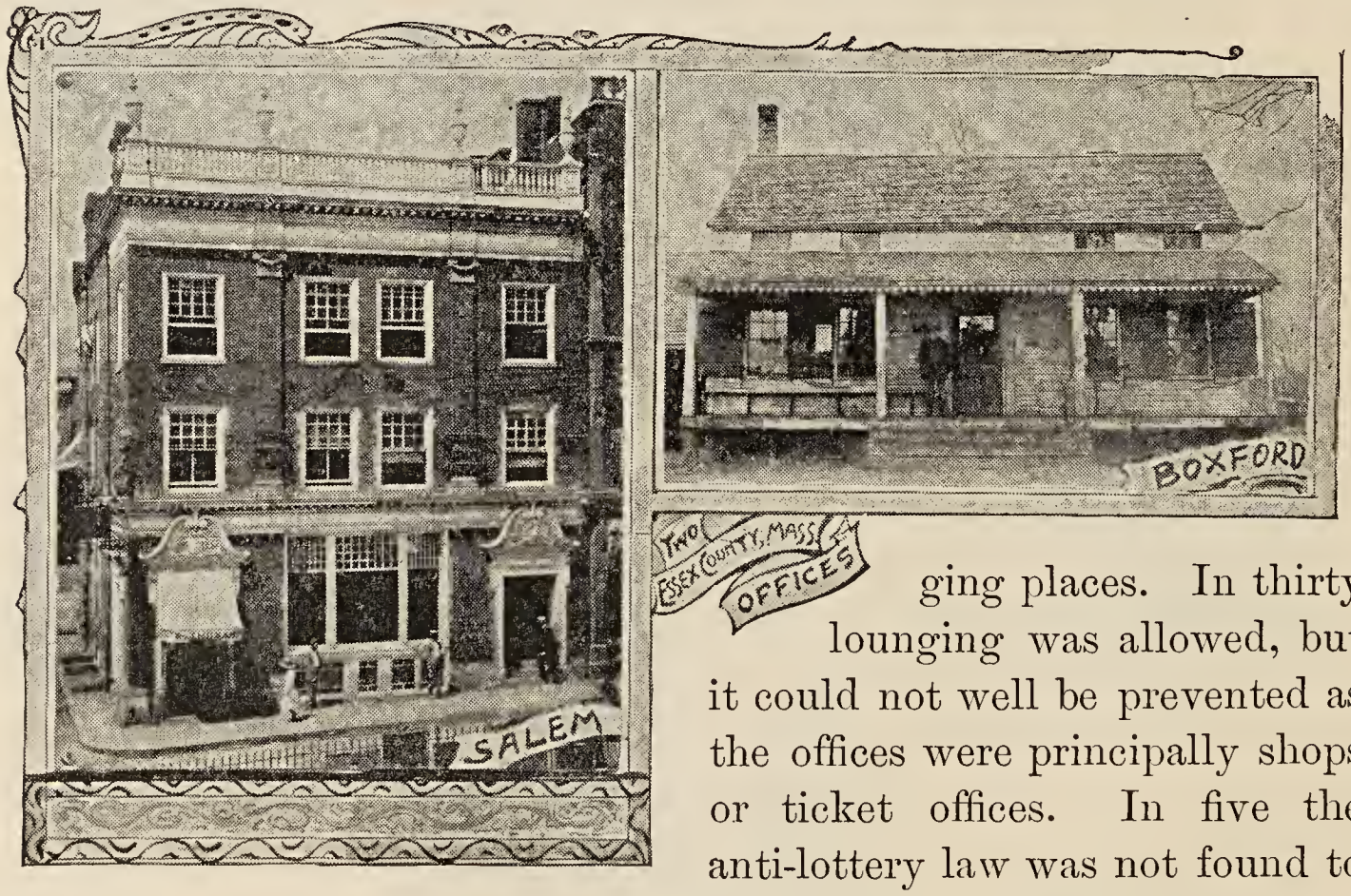
The postmaster at Marion Court House, Iowa, Samuel Daniels, submitted handsome maps of many of the places in his county, and also sent photographs of many of the offices.

Postmaster Lewis G. Holt of Lawrence, Mass., inspected the offices of Essex County along with the then postmaster of Salem. He noticed that all the postmasters were anxious to know if in any

way they were behind the times, and they all expressed themselves as not only ready to learn and adopt newer methods but pleased with friendly criticism. The post offices of Essex County were marked: 3 perfect, 26 excellent, 24 good, 14 fair and 3 poor.

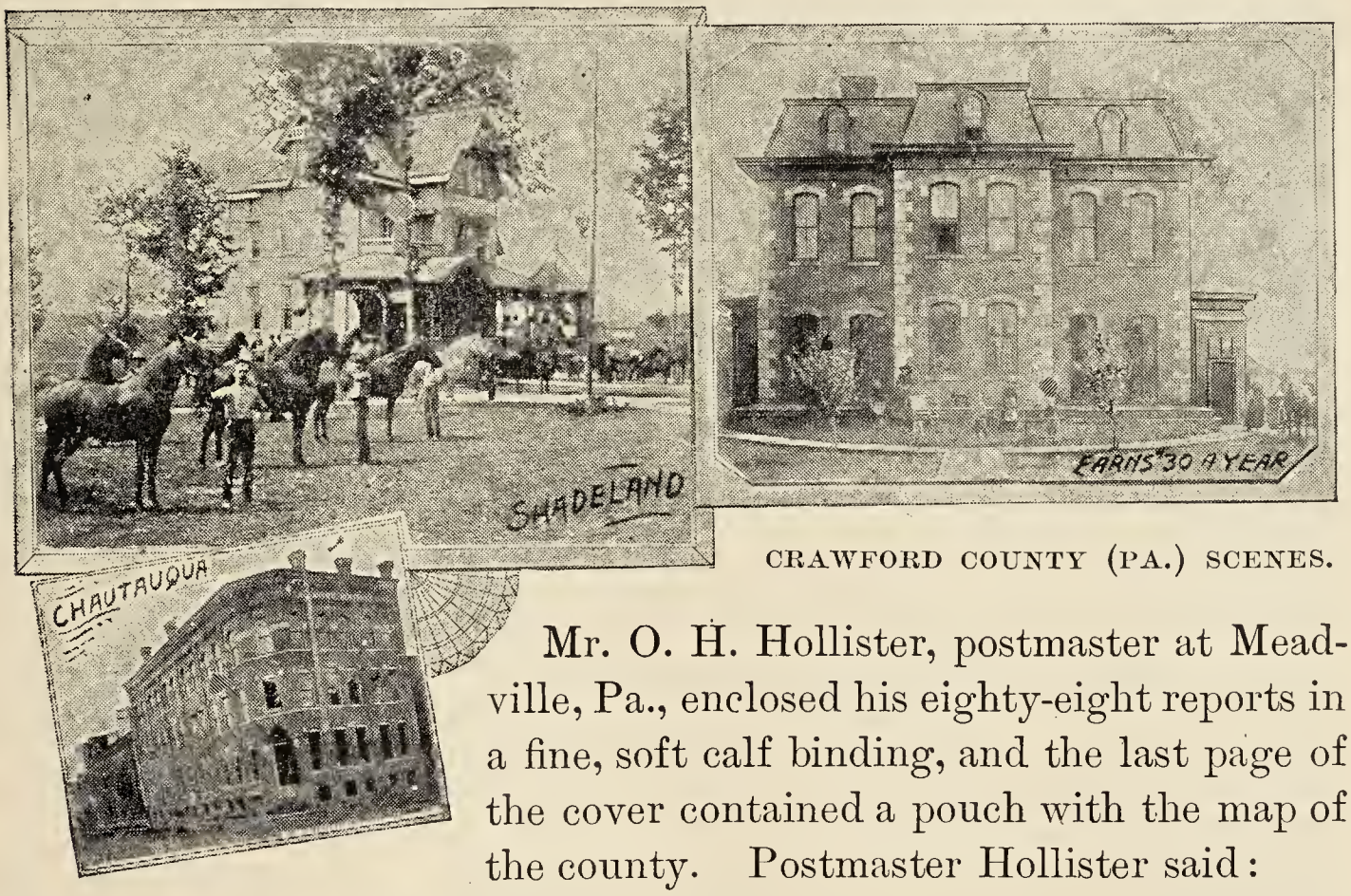
The Columbus, Ind., postmaster, Amos E. Hartman, sent fine photographs of all the post offices in Bartholomew County. The postmaster at Pomeroy, O., Walter W. Merrick, did likewise. So also did the county-seat postmaster of Branch County, Michigan, Albert A. Dorrance of Coldwater.

A. A. Thomson, postmaster at Carlisle, Pa., reported upon Cumberland County. He visited fifty-one of his fifty-seven post offices. They were all conveniently located. Forty-six were well arranged, clean and orderly, and five were not. In thirty-seven the books, accounts and reports were properly kept and correctly written up, but in fourteen the stamp books were not posted nor the registry books properly checked. Twenty-one offices were not used as loun-



ging places. In thirty lounging was allowed, but it could not well be prevented as the offices were principally shops or ticket offices. In five the anti-lottery law was not found to be posted; in thirty-six the Postal Laws and Regulations were in use, but in thirteen they were not; though in these thirteen their other business mostly engaged the attention of the postmasters. In twenty-five offices the postmasters gave all their time to their public duties; in thirty-five the efforts of the postmasters were divided with private business, and in four the work was done by proxy; twelve

had no other business or office, and, although thirty-nine did other things, the revenue of these offices did not justify making the postal work exclusive. There was no savings bank in the county.



CRAWFORD COUNTY (PA.) SCENES.

Mr. O. H. Hollister, postmaster at Meadville, Pa., enclosed his eighty-eight reports in a fine, soft calf binding, and the last page of the cover contained a pouch with the map of the county. Postmaster Hollister said:

The change of star routes which I have indicated with the change from tri-weekly service to a daily, are the most important. I find that offices with a daily service are more appreciated and usually better equipped than those with a tri-weekly service. Complaint has been made by the patrons of tri-weekly service offices that other offices in the county have a daily mail, which have no more claim to such service than theirs; and they do not understand why there should be any discrimination made between offices of the same kind. I am of opinion that a post office in a dwelling house is not as desirable as in a store. Many of the offices in a store are reported to be lounging places, but it is usually a country store and the lounging is in the evening after regular



MARK L. DEMOTTE, P. M., VALPARAISO, IND.

business hours and is no detriment to the service. More efficient service could be obtained by increased compensation.

Postmaster Hollister reported that he traveled five hundred miles, and that the ten hundred and six square miles of his county contained a population of 65,324 persons, and that of the eighty-four offices visited he found eleven perfect, eleven excellent, forty good, seventeen fair and five poor.

Postmaster Jas. M. Brown of Toledo, Ohio, inspected the offices of Lucas County, and he accompanied his report with neat pictures of all the offices reported on.

The postmaster at Valparaiso, Indiana, Mr. Mark L. DeMotte, reported upon the offices of Porter County. He submitted fine photographs of all the offices in his county; and he took them himself, because on the last page of the report appeared a picture of his horse, carriage and camera, and the postmaster himself.

The women postmasters came grandly to the front in the county-seat inspections. A recent computation made out that there were 6,335 postmistresses in the country, distributed by states and territories as follows:

Pennsylvania	463	Colorado	114
Virginia	460	Maryland	114
North Carolina	322	Wisconsin	104
Ohio	256	Nebraska	103
New York	243	Louisiana	103
Georgia	216	Washington	98
Texas	210	Massachusetts	75
Kentucky	209	Minnesota	75
Illinois	194	New Hampshire	73
Alabama	190	Montana	67
California	186	Vermont	66
Mississippi	184	Connecticut	57
Tennessee	181	Wyoming	54
Kansas	164	New Jersey	52
Indiana	159	Utah	52
Iowa	156	Idaho	40
Michigan	149	Arizona	29
Maine	140	New Mexico	28
Florida	136	Nevada	24
North and South Dakota	127	Delaware	12
Oregon	127	Indian Territory	11
South Carolina	125	Oklahoma	10
Missouri	124	Rhode Island	10
Arkansas	122	Alaska	1
West Virginia	120		

It fell to the lot of sixty-one of these women to make the county-seat visitations, and they displayed enterprise and determination in this work, and tact and judgment, too, of rare, though not surprising

degree. Almost all took pains to report that they had been very courteously welcomed; indeed, they probably surpassed the men in this respect. They travelled about with the same success as the men. In Idaho, one woman covered almost 300 miles on horseback, and in Mississippi another visited almost all the offices in her county in a sailboat.

A whole book could be written about the many admirable women who work away with all their tact and business prudence, and with a loyalty sometimes more loyal than a man's, trying to please their patrons and the Department alike, and pleasing both because they try. Sometimes they are popular and successful politicians in their way. Sometimes they are the most important persons in their towns. They know what is going on without reading all the postal cards that pass through their offices. They keep their books neatly and accurately, and having, usually, less of outside business than the average man, their time is less divided with other duties. They deserve to be known outside of their own localities.

Mrs. Lucy S. Miller of Mariposa, California, inspected the offices of Mariposa County,— all but two or three of them, which were too far away. She reported that the postmasters were very critical and interested, and that most of the offices were in good order. Mrs. Miller was appointed after the man first recommended had failed to qualify. "I have learned much of patience, forbearance and policy," she wrote, "and have acquired some knowledge of human nature, which should be in itself an education." The morning mail reaches Mariposa at five in the morning, summer and winter, and before that hour Mrs. Miller is faithfully at her post and has the mail in readiness for the different carriers as they call.

Miss Mary I. Grow, postmistress at Colfax, La., reported upon Grant Parish. She found many postmasters who did not understand how to keep the postal account book; but she gave them advice and instruction, and was cordially thanked for her visits.

Mrs. Mary E. Jones, postmistress at Downieville, Cal., inspected the offices of Sierra County. She gathered her information personally from the business men. A few of the offices in the mountains she did not visit, as it would have taken two weeks of travel by stage through three or four other counties. She insisted that the postmasters were above the average in intelligence and business capacity.

Mrs. Mary Green, postmistress at Warrenton, N. C., had to travel for many miles in private conveyances in order to reach all the offices in Warren County.

Miss Annie Mountien of Vernon, Florida, reported that it would be inconvenient for her to inspect all the offices in her county, as it would require journeys aggregating 320 miles and mostly in private conveyances, and as the salary of her office was only $40 a quarter, she hardly felt like undergoing the expense. But she suggested that two other postmasters be called in to her assistance; and the county was so divided.

Mrs. E. A. S. Mixson inspected Barnwell County, S. C. She is one of the


SALT CREEK
FURNESSVILLE
SUMAMVILLE
HAGEMAN
WHEELER
TASSINONG
HEBRON
McCOOL
CRISMAN
COBURG
KOUT
BABCOCK
HURLBURT
The Post Offices of Porter County, Indiana
CHESTERTON
SEDLEY
BONE GROVE
BURDICK
WOODVILLE
PORTER

brightest postmistress in the whole service, a Massachusetts woman, postmistress at Barnwell. She gained valuable experience in her office under President Arthur, and has made very many improvements under the present administration. Hers is the most conveniently fitted office in the county, and routes and offices have been established during Mrs. Mixson's incumbency which add greatly to the facilities of her neighborhood. Mrs. Mixson and her mother, who is also a widow, have taught school for years in the South, and they add fine educations, as well as experience, to the tasks before them. Mrs. Mixson visited 38 out of the 40 offices of Barnwell County, travelling 300 miles for the purpose. The worst kept office was in an old building, partly made of logs and partly of slab boards with the bark on. The inside had been fitted up with a few shelves. There was a loft overhead filled with fodder and grain. The loft was reached by a ladder, and all about were plows, plow-lines, baskets, and bacon. The light was admitted only through the open door. It was a great surprise to the half dozen loungers that a woman should ride in with the mail messenger. There were rivers to be forded, but the hardest trip was a ride of 40 miles in a road-cart. There were bridges and swamps to be crossed, and sometimes the water was up above the feet. The carrier said the pouch frequently had to be put on the horse's back, at this point; and so it was kept out of the water. In another place were trenches thrown up as a protection against Kilpatrick's troops, and a field was pointed out where some Union soldier boys lay buried. One day Mrs. Mixson came to the smallest post office in the county, kept in a building 8x10. The postmaster said that his receipts for the first month had been 15 cents, and that the average after that was about $1 a month. Here was a deserted village, once a lively manufacturing town, and there some rails, standing upright in the ground, marked the edge of the Savannah where it overflowed. The mail carrier had to swim the stream. A ride of twelve miles had to be taken one night through a cypress swamp, muddy, dark, and filled with swamps and trees, in order to take a six o'clock train in the morning.

Miss Lucy Bowers of Tipton, Iowa, reported fully upon her county, and remarked in her letter that she could not let the reports go without testifying to the unvarying courtesy of the postmasters whom she met ; they all wanted to see her again. Miss Bowers said recently that the most profoundly interesting event in connection with her appointment was the receipt of her commission from the Department: and she added: "I have ever since by diligence and care tried to make the work of the office show me worthy of this honor, and also as far as I could I have tried to further the general reforms advocated by the Postmaster General."

Mrs. A. E. Frank, postmistress at Jacksonville, Alabama, inspected the offices in Calhoun County. She enjoyed meeting the postmasters, and thought the visits beneficial all around. The only drawback was the heavy livery bill.

Miss Ionia B. Bomar, inspected Massac County, Illinois. She reported that, "being a girl," it was rather hard work, but she enjoyed it very much, and she consoled herself with the thought that she was working in a good cause.

Miss Sarah Johnson, postmistress at Richfield, Utah, made returns from personal knowledge upon all but two of the offices in her county, and these, according to report, were well managed. This lady received her appointment on Christmas Day, 1890, and now six days out of seven she is at the office from eight in the morning till seven at night, and she does all her own housework in addition.



A GROUP OF POSTMISTRESSES.

She erected a new brick building for the post office, and besides supporting herself entirely takes care of her mother. "I love my work more and more," she says, "and try to make the postal service what it should be. If I am requested to make another county inspection," she adds, "I shall do better than I did last time, because I understand it now."

Miss Jennie J. Berrie, postmistress at Lexington, Mo., submitted maps and statements with her reports. "It would be the grandest piece of work," she said, "if all the post offices could be united by the postal telegraph. Some post offices seem so isolated, from seven to ten miles from the nearest telegraph office, and there is no communication with the outer world but the slow-going, twice-a-week mail." Miss Berrie was born and educated in the town where she is now



postmistress, and naturally is known to all the patrons of the office — a good qualification, it has been said, in a county where half the population are Smiths, Browns and Joneses, and where it is sometimes of importance to know the "hand-write" of many of them. Miss Berrie's employment and her pleasure go on side by side. The men are chivalrous and the women kind-hearted. "And what more," Miss Berrie has written, "could a postmistress desire than to meet continually kind friends, friends of my childhood and friends of to-day." This little woman's effort now is to raise the office from third to second class. At Lexington, as elsewhere, there is the inevitable lost package and the letter that never came. Miss Berrie and her mother are alone in the world, but they have a cat and a dog; and the postmistress finds her day well occupied going to the office at half past six in the morning and returning home at half past eight. "Good health," she says, "remunerative employment, and a desire to

please and be pleased, make life interesting and well worth the living." All of the papers spoke very highly of the appointment of Miss Berrie.

Miss Kate Cox, postmistress at Graveton, Texas, reported upon Trinity County without referring to her own office, as she did not think that was expected. But she adds, "I would be very glad to have you appoint someone to visit my office at any time."

Mrs. Sarah L. Christie, postmistress at Nyack, N. Y., visited all the offices in Rockland County except two. These were so far away in the hills that they could not easily be reached in the required time. Mrs. Christie was born in Nyack and has always lived there. She was early a clerk in the post office and later assistant to her father, who was postmaster. She was first appointed postmistress by President Hayes on the death of her father in 1880, and she was re-appointed by President Arthur. She was removed by the last administration but re-appointed by President Harrison in 1890.

Another eastern postmistress who made the county-seat inspections was Miss Effie J. Cooper of Port Royal, Juniata County, Pa. She and her sister support their widowed mother. A great deal of work was entailed upon the Port Royal office by the delivery and receipt of the Census mail, for the enumerator for the seventh district of Pennsylvania lived in that town, and he mailed tons of matter at Miss Cooper's office; and as much of it had to be registered the postmistress often worked from half past six in the morning till half past ten at night.

Miss Cassie W. Hull of Bath, divided the work of visiting the offices in Steuben County, N. Y., with the postmaster at Corning. He took forty-six offices and she forty-four, and Miss Hull visited all but two of hers. She found some imperfect bookkeeping, but as most of the postmasters had opportunity to study nothing but the Postal Laws and Regulations, and as these were sometimes hard to understand, or get at, it was not strange. Miss Hull added that she did not enjoy taking the time or money for making these visits, but she was satisfied all the same that they were a good thing. Miss Hull has reason to be proud of her friends,— and she is. Judge Ramsay, John Davenport, Ira Davenport, J. F. Parkhurst, and all the leading Republicans of the district were "for her" and Congressman John Raines willingly recommended her appointment. Miss Hull's success was very warmly greeted by all the papers of the neighborhood. She had been for ten years financial and business clerk in the Bath *Courier* office, and won great commendation for her energy and discretion. Miss Hull's brother was the editor of the *Courier*, and his sudden death had grieved the newspaper fraternity of the whole state. But it was not on this account solely that Miss Hull's appointment was warmly greeted. The Buffalo *News* called her a woman of unusual and marked ability. Editor Hull had a Bible class of a hundred young men at Bath, and they unitedly urged his sister's appointment as postmistress. As Miss Hull moved about the county on her tour of inspection, the local papers met her with complimentary and sincere greetings.

Mrs. Mary Truly of Fayette, Mississippi, found the postmasters clamorous for a stated salary, so that they might realize the dignity of being United States officers, and not be compelled to do so undignified a thing as watch every little two-cent stamp that came in sight. She noticed some loafing in the post offices, but it was hard for the country storekeepers to get rid of this, or they would lose some of their trade. On this account Mrs. Truly suggested that as an adjunct to some woman's business, such as millinery or dressmaking, the small post office

would be better managed. This postmistress has never missed a mail, lost a registered letter, or heard a single complaint against her office. She has moved her quarters nearer to the railroad, so that the railroad company has to pay for the mail messenger service, which formerly cost $95 a year. Mrs. Truly has a fine grown-up boy whom she is educating.

Miss Margaret G. Davis, postmistress at Biloxi, Harrison County, Miss., submitted maps and other drawings, and made numerous suggestions for the improvement of the service.

Miss Jeannie Hubbard, postmistress at Paris, Maine, reported upon Oxford County — upon eighty-four of the eighty-seven offices. Oxford County is perhaps one hundred miles long and fifty wide, and Miss Hubbard feared that it would cost her $200 to make the visits. She did most of the work by correspondence, and very satisfactorily, too; and she secured the attention of a number of weekly papers to the visitation, and hence prepared the postmasters and the public to be ready for it.

Mrs. Flora H. Hawes of Hot Springs, Arkansas, visited all but two offices in her county, but satisfied herself before submitting her report that these were well conducted; and later she visited them. Mrs. Hawes is a remarkable woman. She was born and reared at Salem, Washington County, Indiana. Her family is among the most notable and influential in that state. Her father, Dr. Sanford H. Harrod, was a man of sterling worth, universally esteemed. Mrs. Hawes is closely related to Hon. John C. New, and her sister married W. W. Borden, of Borden, Indiana, a man of wealth and scientific attainments, and a nominee for Congress. Mrs. Hawes was married to Professor Edgar Poe Hawes, a man of literary tastes and pronounced culture; and in his work as a teacher he was much assisted by his wife, whose education and superior power as an elocutionist admirably qualified her for this. After the death of Professor Hawes, Mrs. Hawes accepted a position in the public schools of Hot Springs. Here, as everywhere, she won the warmest friendship of all. Though modest in manner, she is determined as a queen. With her, to determine is to execute, and to plan is to accomplish. More than once her shrewd abilities, excellent generalship, and sharp woman's wit have triumphed over self-reliant men opponents. She overcame thus the opposition to her appointment as postmistress at Hot Springs, an opposition based mainly upon the fact that she was a woman. In a cosmopolitan city of 15,000 inhabitants, with a population of at least 10,000 visitors, many women would have refrained from undertaking such a fight. Mrs. Hawes made a personal contest, however, and overcame all obstacles. She has



MRS. FLORA H. HAWES,
Postmistress, Hot Springs, Ark.

for three years performed the intricate, responsible duties of her post with credit to herself and her people.

One of the women visitors, Mrs. Mary E. P. Bogert, the postmistress at Wilkes Barre, Pa., inspected Luzerne County. She submitted reports of all of the forty-four post offices, each marked with the stamp of the office. She said in her letter accompanying the reports:



MRS. MARY E. P. BOGERT.

"I have been much interested in this work, and these personal visits have shown me the many difficulties under which the fourth class postmasters labor. Many of them have very imperfect facilities for work, and some of them little real knowledge just how the work should be done. All are anxious to do it well, but many fall short of any standard of excellence, not, however, from carelessness, but simply from limited knowledge. They would so gladly welcome some special instruction. I spent much time in explaining to some of these fourth class postmasters things they were anxious to understand. Many of these offices would be in better condition if the postmasters had more definite knowledge. Great good must result from this effort to bring all the offices into closer union with the Department. In marking papers I have endeavored to make each mark a just one. Pittston, Hazleton, and Nanticoke are very excellent. I should like to mark them '5' only that nothing can be perfect, and '4' has been the highest number."

The history of Mrs. Bogert, lately the postmistress at the largest town in this country, probably, where a woman has been postmistress in recent years (next to Louisville, where Mrs. Thompson was postmistress for so long) is very interesting. She is a descendant of the old historic line of Paterson, and her early home was at Sweet Air, near Baltimore City. Miss Paterson went to the Millersville, Pa., State Normal School, and having lost her parents and her home, taught for one term at the Collegiate Institute at Salem, New Jersey, and from there, through the influence of school friends, she was called to the Franklin Grammar School in Wilkes Barre. She was a great success, teaching for the love of the work, as well as for the pay; and she taught until 1879, when she was married to Joseph K. Bogert, one of Wilkes Barre's prominent men, who had been soldier, editor and politician. Mr. Bogert was appointed postmaster in 1885, and held

the position at the time of his death. The citizens of Wilkes Barre united in a strong, determined effort to secure the position for his widow, and sent a petition to the Department, which was acknowledged at the time to be the strongest paper of the kind ever presented there. The petition was gotten up regardless of politics, and President Cleveland appointed Mrs. Bogert postmistress of Wilkes Barre in April, 1887. She held the position for five years. She kept a general supervision of every department of the office, giving personal care to all details, stimulating each employee to give to his work the best that was in him, having entire control of both clerical and carrier force, and devoting the greater portion of her time to the work. The county-seat visitation called out some of Mrs. Bogert's best work. She realized that a closer union with the Department would result in great good; she took especial pains to carry out the Postmaster General's wish to the very letter, making many explanations, giving instruction where needed, familiarizing herself with the difficulties under which the postmasters labored, and realizing more and more the great good that must accrue from this careful inspection. About two weeks after the completion of her term she was called back to the office by a series of sad circumstances. The new postmaster was called away by the death of his father. The assistant postmaster was ill at the same time; and he requested Mrs. Bogert to take charge of the office for a time. Later, the new postmaster desired her to accept permanently the position of assistant postmistress; and she did so.

Miss H. L. Dear, postmistress at Poplarville, is one of the Mississippi postmistresses of note. She was appointed, as many postmasters in the South are, on the recommendation of her predecessor.

Mrs. Bertha Kleven, postmistress at Culbertson, Nebraska. Her husband, Captain John E. Kleven, a veteran of the war, was postmaster at Culbertson from 1874 till 1881. The appointment of his successor, made after his death in 1881, was unpopular, and the next year citizens of all parties urged the appointment of Captain Kleven's widow.

Mrs. Emma J. Zeluff is postmistress at Grant City, Mo. She was appointed under the present administration, but the post office work had been familiar to her, as her husband had been postmaster from 1882 until his death in 1884. Mrs. Zeluff was removed in 1885, but she taught in the public school. Two hundred citizens petitioned for her appointment in 1889. It has always been her earnest desire, she has written, to comply with the rules and regulations of the Department and to deal fairly and honestly with all. The local papers spoke very highly of this lady when she was appointed.



MRS. MARY SUMNER LONG,
Postmistress, Charlottesville, Va.

Mrs. Ada Hunter is postmistress at Kinston, N. C. She was appointed in September, 1889. Her principal assistant is her husband, who has charge of the money order department; and Mrs. Hunter's daughter is the separating clerk. The Kinston office is very well managed.

Mrs. Mary Sumner Long, postmistress at Charlottesville, Virginia, is the daughter of the Union Major General Sumner and the widow of the Confederate Major General Long, the military secretary and biographer of General Robert E. Lee. Mrs. Long is a lady of marked social and literary tastes and acquirements, as well as of great business capacity. She was originally appointed postmistress at Charlottesville, March 2, 1877, by General Grant, and has been reappointed by every successive administration, having had commissions signed by Presidents Grant, Hayes, Garfield, Arthur, Cleveland and Harrison. Her husband became blind from wounds received in the war and she was for many years the sole support of a family of five. Mrs. Long's business-like administration of the post office, during all these fifteen years, has been very satisfactory to all her patrons.



Mrs. Barbara Dickey, postmistress at Dover, Ia., was born at Mt. Joy, Pa., in December, 1813, and was married in 1841. Bride and groom moved to Fort Madison, Iowa, and lived there over eleven years, and then moved to Dover, established a store, and began a post office; and she gave it the name of Dover. Mrs. Dickey has managed this office ever since.

Miss Amanda B. Shaver has managed the post office at Wegee, Ohio, since 1864. The proceeds of this office have varied during Miss Shaver's incumbency as assistant from $8 a year to $61.11. Once twenty-eight persons, who the postmistress knew did not receive more than two letters every year, called twenty-eight times in one day for their mail, and Miss Shaver has answered the bell forty times many a day when her pay has amounted to one or two cents. Miss Shaver's grandfather was a soldier of the War of 1812, and her great-grandfather kept the horse and tent of George Washington. He was too young for regular service as a soldier. Miss Shaver's maternal grandfather was John Ney. He was also a soldier of the War of 1812, and used to transport goods by wagon over the old

National Pike from 1815 to 1830. John Ney claimed to be a nephew of Marshal Ney. Miss Shaver's maternal grandmother was the oldest daughter of Thomas Kildare, one of the tea-spillers, — though he was pressed into that service by the others, being but a barefoot boy of seventeen years when the crowd found him on their way to the water's edge.



MRS. M. A. MEILY,
Postmistress, Ono, Pa.

Mrs. M. A. Meily was appointed postmistress at Ono, Pa., May 28, 1863. Her husband was a Union soldier, and her father had been postmaster at Ono when the office was established; and it had been called Seltzersville after him.

The oldest postmistress in the country is Miss Martha E. Stone of North Oxford, Mass. She was commissioned postmistress by Horatio King, then first assistant Postmaster General, April 27, 1857. At that time there were two mails a day at North Oxford; now the business of the office is nearly quadrupled. The office has always been kept in the sitting-room of Miss Stone's home, however. Among her literary labors Miss Stone assisted ex-Senator George in his compilation of the "Davis Genealogy." She was also associated with Judge Learned of Albany, in his compilation of the genealogy of the Learned family. The Learned and Davis families were intimately connected by frequent intermarriages, and among the wealthiest and most influential in Oxford. From the former Miss Stone traces her descent, being the great-granddaughter of Col. Ebenezer Learned, one of the first permanent settlers of the town in 1713. Later she was for nineteen years a teacher in public and private schools, and she has served on the school board, elected by the vote of her people.

The champion whistling postmistress is Miss Hattie E. Connors, of Sorrento, Me. She was born at Sullivan, in the Pine Tree State, and educated at the Castine Normal School. After graduation she taught school for several years. In May, 1888, she was appointed postmistress at Sorrento. She has always been musical. She learned to play the piano at an early age; and though she does not profess to play any instrument very well, she makes good music on the banjo, mandolin, zither and guitar, as well as the piano. Her favorite instrument is the violin, and upon this



MISS HATTIE E. CONNORS,
The Whistling Postmistress of Sorrento.

she is very proficient. Miss Connors has always been a whistler. She does not claim to excel, but she whistles with her fingers, unlike any other feminine artist. It is this manner of her performance that makes her so unique. She has never practised whistling much; it came to her naturally, and she does it without effort. She is a bright, energetic young woman and remarkably well read. She is thoroughly self-reliant for a woman, and has a very charming personality, and is a favorite both with the summer visitors and the "natives" at Sorrento. Generals S. V. Benet and A. W. Greely have heard Miss Connors whistle and they have written out most complimentary testimonials for her. She has had engagements with a Boston lyceum bureau.



THE TEXAS QUARTETTE.

The Texas quartette were born January 10, 1890, to Mrs. Page, the wife of Mr. E. P. Page, postmaster at Ingersol, Texas. With mingled feelings of happiness and consternation, the father wrote to Studebaker Bros., among many, to know if they would contribute to the amelioration of his situation. They sent him a fine road wagon. An elderly western woman sent a check for three hundred dollars to the mother. Encouraged by these and other attentions, Mr. Page resigned his post office and exhibited his babies. But having tired of this, he desired the office back again. Studebaker Bros. endorsed him for the position, and when he wrote to the Department that, though he was a Democrat, his babies were all girls and might yet marry Republicans, General Clarkson promptly appointed him. The babies were photographed by Josh Whealdon, of Texarkana, Ark.

The Postmaster General desired to repeat the county seat inspections, and he called to the Department in May seven postmasters from various parts of the country who had interested themselves to

the best advantage in the previous inspection. They were B. Wilson Smith, LaFayette, Ind.; F. T. Spinney, Medford, Mass.; L. H. Beyerle, Goshen, Ind.; Jas. P. Harter, Hagerstown, Md.; O. H. Hollister, Meadville, Penn.; J. F. Sarratt, Steubenville, Ohio; and Archibald Brady, Charlotte, N. C. They met at the Department on the 22d of June, sat for three days, and resolved that the visitations ought to be repeated. The conference agreed that, in repeating the visits, particular attention should be paid to the minute details



F. T. SPINNEY, Medford, Mass. ARCHIBALD BRADY, Charlotte, N. C. J. P. HARTER, Hagerstown, Md.
L. H. BEYERLE, Goshen, Ind. B. WILSON SMITH, LaFayette, Ind. J. F. SARRATT, Steubenville, O. O. H. HOLLISTER, Meadville, Pa.

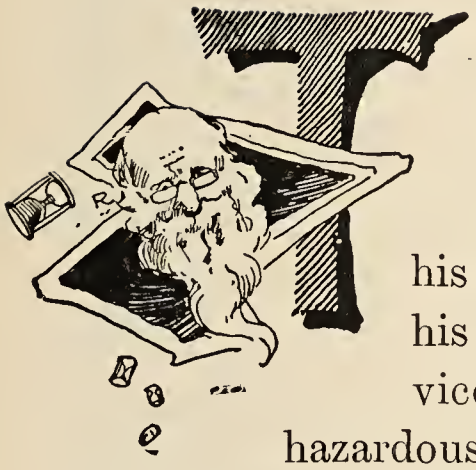
THE SEVEN CONFEREES FOR THE SECOND VISITATION.

of each branch of the service; and a list of questions should be published to set postmasters to thinking. The visiting postmaster was to grade the post offices in his county as excellent, good, fair, or poor, and the following elements were to be taken into account: cleanliness, order, keeping of accounts, personal attention of postmaster, improvements in the service, knowledge and observance of the Postal Laws and Regulations, and enthusiasm. It was recommended that all postmasters rated as "excellent" should be honorably mentioned by a special letter of the Postmaster General or

otherwise, and all postmasters rated "poor" should be notified that there was room for improvement and should be instructed how to effect it. Each county-seat postmaster was to forward to the Department a report containing an alphabetical list of the post offices in his county, with the grading of each, and was to retain in his office, for future reference, the detailed report of the questions and answers upon which he based his rating. He was also to call special attention by letter to subjects requiring action by the Department.

So, later on, the instructions to all the county-seat postmasters were sent out, and again the 2,200 or more visitors were to make their examination, were to learn and teach; and again the condition of thousands of post offices was to be reported upon, and thousands of valuable changes were again to be recommended and effected.

THE OLDEST POSTMASTER.



THE oldest postmaster! A theme for poets, rather than mere makers of books. He is a delightful old fellow, wherever he is found; and he is found in quaint localities, quaintly attending to his duties every day, and quaintly believed by all of his neighbors to be the oldest postmaster in the service, and that beyond a question. It should be a hazardous thing to say that the following list gives the names and offices, the states, and the dates of appointment of the oldest postmasters. It is safe to say, though, that the following are some of them:

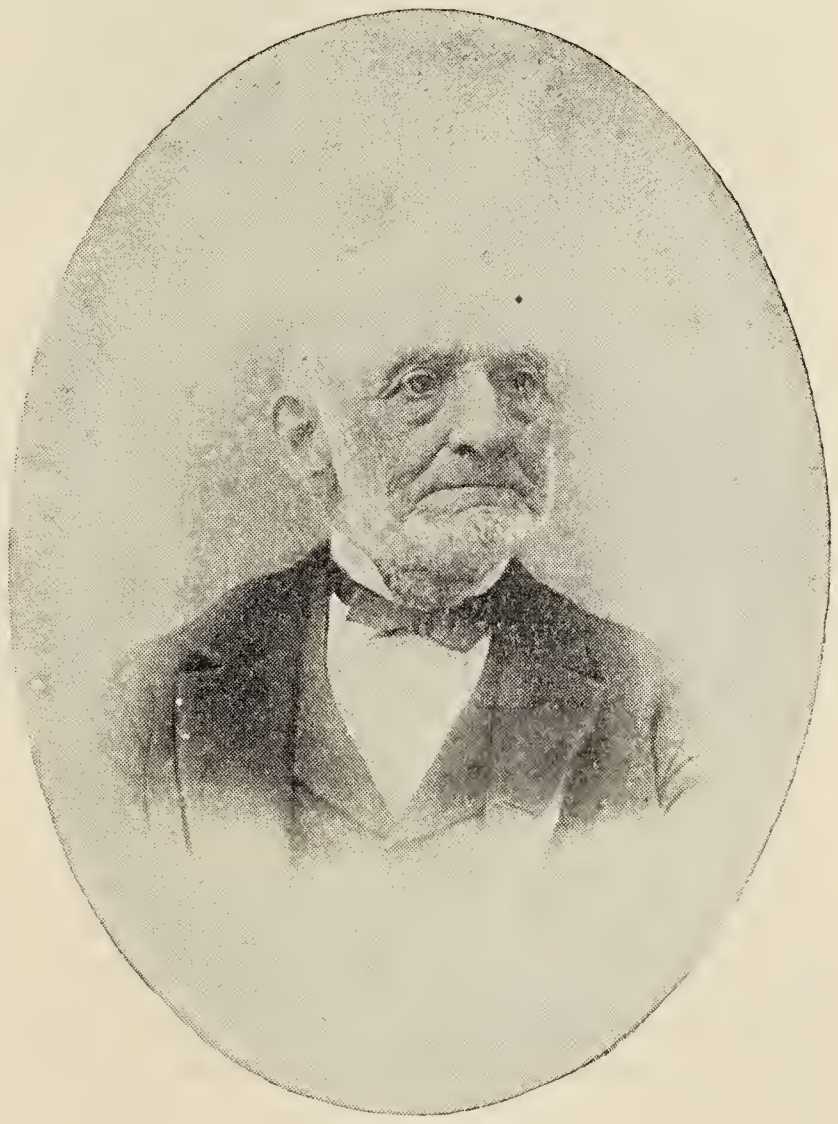
Name.	Appointed.	Office.	State.
Roswell Beardsley	June 28, 1828	North Lansing	New York
Woodbridge Clifford	October 4, 1839	North Edgecomb	Maine
Sidney E. Palmer	July 29, 1841	Vermont (now Gerry).	New York
John C. Marvel	July 12, 1844	Rehoboth	Massachusetts
Warren Cobb	September 12, 1845	East Sharon	Massachusetts
Joseph Strode	October 2, 1845	Strode's Mills	Pennsylvania
Archibald R. Havens	January 14, 1848	Shelter Island	New York
Joseph Chaney	June 9, 1849	Bristol	Maryland
Curtis Wood	July 3, 1849	Cordaville	Massachusetts
M. F. Winchester	July 10, 1849	South Amenia	New York
Thomas Bradenbaugh	July 20, 1849	Pleasantville	Maryland
M. P. Nichols	November 27, 1849	Reed's Ferry	New Hampshire
A. K. Makenzie	March 11, 1850	Indian River	Maine
J. H. Wadsworth	May 1, 1850	South Franklin	Massachusetts
Peter Lansing	September 30, 1850	Lisha's Kill	New York
William F. Howe	January 13, 1851	North Leominster	Massachusetts
J. L. Gemmill	January 21, 1851	Freeland	Maryland
Eayre Oliphant	February 26, 1851	New Lisbon	New Jersey
S. S. Fuller	September 24, 1851	Mansfield	Connecticut
C. B. Williams	December 15, 1851	Bondville	Vermont
L. C. Danforth	May 7, 1852	Weathersfield	Vermont
Osman Pixley	May 28, 1852	Ingraham	Illinois

Name.	Appointed.	Office.	State.
Ephraim Miller	November 24, 1852	Summit Mills	Pennsylvania
Alvin Weed	December 16, 1852	North Stamford	Connecticut
William Trexler	September 6, 1853	Long Swamp	Pennsylvania
Franklin Tourtillot	May 20, 1854	Maxfield	Maine
Henry Bartling	May 20, 1854	Addison	Illinois
Charles N. Gery	April 5, 1855	Seisholtzville	Pennsylvania
Jacob Shaffner	July 11, 1855	Host	Pennsylvania
E. A. Leinbach	July 20, 1855	Leinbach's	Pennsylvania
W. P. Coursen	September 3, 1855	Fredon	New Jersey
J. W. Kimball	December 28, 1855	Gilead	Maine
Joseph Keck	February 2, 1856	Keck's Centre	New York
B. C. Prettyman	March 17, 1856	Hollyville	Delaware
Andrew Smith	November 11, 1856	Wegee	Ohio
J. H. Keplinger	November 11, 1856	Winfield	Ohio
William A. Hight	December 6, 1856	Wetaug	Illinois
R. N. Candee	December 29, 1856	Pontiac	New York
William Dunlap	February 17, 1857	West Salisbury	New Hampshire
Lewis Hammonds	February 19, 1857	Royalton	Kentucky
Martha E. Stone	April 27, 1857	North Oxford	Massachusetts
K. K. Thompson	May 14, 1857	West Trenton	Maine
Ferdinand AuBuchon	June 29, 1857	French Village	Missouri
William Folker	July 6, 1857	Acasto	Missouri
David Brobst	July 27, 1857	Marcy	Ohio
E. S. Cowles	September 1, 1857	Campton	Iowa
Josiah Willson	October 2, 1857	Oak Grove	New Jersey
I. G. Reynolds	November 7, 1857	South Brooks	Maine
S. K. Nurse	March 3, 1858	Denverton	California
John T. Parker	March 31, 1858	Granville	Missouri
James S. Chapin	July 31, 1858	Lincoln	Massachusetts
David Beck	August 3, 1858	Beck's Mills	Indiana
Silas Hatch, 2d.	August 26, 1858	Hatchville	Massachusetts
W. G. Harding	August 28, 1858	Berkshire	Massachusetts
D. D. Gore	September 1, 1858	McCameron	Indiana
J. B. Dunham	November 4, 1858	Almoral	Iowa
A. W. Story	December 4, 1858	Pigeon Cove	Massachusetts
Amos Carpenter	December 16, 1858	Carpenter's Store	Missouri
R. J. Jewell	January 18, 1859	Elk Creek	Kentucky
W. H. Morse	February 9, 1859	Gilmer	Illinois
James Hibbs	March 16, 1859	Hibbsville	Iowa
R. T. Hutchinson	August 25, 1859	Gilead	Connecticut
P. W. Richmond	September 1, 1859	Potter Hill	New York
J. H. Trueblood	November 18, 1859	Canton	Indiana
Margaret Hunter	December 31, 1859	Weiseburg	Maryland
Addison Whithed	February 29, 1860	Vernon	Vermont
Cephas Haskins	April 16, 1860	Lakeville	Massachusetts
R. M. Nelson	April 17, 1860	Birdsville	Kentucky
C. S. Holden	April 18, 1860	Manton	Rhode Island
D. K. Marsh	August 11, 1860	Marshfield	Pennsylvania
L. F. Perry	September 24, 1860	Perry's Mills	New York

Name.	Appointed.	Office.	State.
F. J. Schreiber	November 28, 1860	Cruger	Illinois
H. M. Selden	December 29, 1860	Haddam Neck	Connecticut
E. P. Higby	December 29, 1860	Mapleton	Kansas
William Moreschel	January 7, 1861	Homestead	Iowa
Xavier Guittard	March 13, 1861	Guittard Station	Kansas
Charles Hornung	March 20, 1861	New Bavaria	Ohio
B. F. Thomas	March 25, 1861	Mount Hope	Indiana
Thomas Machan	April 10, 1861	Belle Isle	New York
E. S. Dewey	April 13, 1861	East Poultney	Vermont
Sylvanus W. Hall	April 22, 1861	Marion	Massachusetts
Chauncey Carpenter	May 11, 1861	Doran	Iowa
John A. Blaney	May 13, 1861	Whitesburg	Pennsylvania
Washington Hildreth	May 15, 1861	Lock	Ohio
E. C. Sindel	May 21, 1861	Winameg	Ohio
Robert B. Hill	May 30, 1861	Leesburg	Pennsylvania
Albert Larr	May 31, 1861	Wright	Indiana
George M. Delano	June 5, 1861	Heyworth	Illinois
John M. Burr	June 20, 1861	Burrville	Connecticut
David Baughman	June 26, 1861	Oak Point	Illinois
Nathaniel Clark	June 29, 1861	Paxton	Massachusetts
Daniel Frelick	July 5, 1861	Broken Sword	Ohio
P. P. Poast	July 9, 1861	Poast Town	Ohio
S. B. Minnick	July 11, 1861	Castine	Ohio
Joseph Greely, Jr.	July 16, 1861	North Sutton	New Hampshire
William H. Griffith	July 16, 1861	Marshall	Ohio
Samuel M. Currier	July 26, 1861	West Henniker	New Hampshire
Rufus Smith	July 26, 1861	North Littleton	New Hampshire
Samuel Everts	August 2, 1861	Cornwall	Vermont
D. I. Dewey	August 7, 1861	North Manlius	New York
B. B. Evans	August 10, 1861	Camba	Ohio
John Hall	August 12, 1861	North Springfield	Vermont
John Treat	August 15, 1861	Enfield	Maine
Jono. J. Blaney	August 17, 1861	Summit Station	New York
Horatio B. Magown	August 31, 1861	West Hanover	Massachusetts
M. H. Lufkin	August 31, 1861	Exeter	Maine
Eli W. Watrous	September 11, 1861	Kirkwood Centre	New York
Adaline T. Davis	September 15, 1861	Sunbury	Ohio
I. Edwin Smith	October 3, 1861	Smithville	Massachusetts
George Copeland	October 4, 1861	South Easton	Massachusetts
George O. Sharp	October 4, 1861	Kickapoo City	Kansas
John Lemmax	November 7, 1861	Whigville	Ohio
John D. Davis	January 16, 1862	Annisquam	Massachusetts
H. W. Taylor	February 11, 1862	Aurelius	New York
Thomas Leonard	February 14, 1862	Leonardville	New Jersey
J. M. Hagensick	February 17, 1862	Ceres	Iowa
Isaac A. Walker	February 19, 1862	Stow	Maine
J. M. Mattoon	February 26, 1862	Geneva	Kansas
W. E. Hammond	March 20, 1862	Oramel	New York
Theo. P. Cornell	March 21, 1862	Paulina	New Jersey
Adolphus Frick	April 10, 1862	Campbellton	Missouri
John Sparks	April 18, 1862	Fairport	Iowa
James Campbell	May 8, 1862	Peru	Kentucky
Charles G. Robeson	May 9, 1862	Saxon	Illinois
Hiram Ricker	June 4, 1862	South Poland	Maine
Warren Richardson	June 25, 1862	Wilson's Crossing	New Hampshire

Name.	Appointed.	Office.	State.
Andrew Van Alstyne	July 1, 1862	Chatham Centre	New York
Joel Newson	July 28, 1862	Azalia	Indiana
John H. Lytle	August 1, 1862	Magnolia	Maryland
Clarinda T. Battey	August 11, 1862	South Scituate	Rhode Island
Richard Thompson	August 21, 1862	Spanish Ranch	California
Edwin Scott	September 25, 1862	Hawley	Massachusetts
John V. Fares	October 4, 1862	Kasson	Indiana
John Bake	October 11, 1862	Contreras	Ohio
Joseph H. Moulton	December 17, 1862	South Sanford	Maine
Bradford M. Field	January 16, 1863	Leverett	Massachusetts
William Tuttle, Jr.	January 19, 1863	Miracle Run	West Virginia
P. J. S. Garis	January 30, 1863	Millbrook	New Jersey
S. G. Russell	February 3, 1863	Bluffdale	Illinois
Wesley G. Scott	February 21, 1863	Scottsville	Indiana
John G. Sanborn	March 23, 1863	Horn's Mills	New Hampshire
J. M. Baldwin	April 2, 1863	Sidney	New Jersey
James R. Mead	April 4, 1863	Hanover	New Jersey
Phineas W. Turner	April 11, 1863	Turnerville	Connecticut
W. H. Boggs	April 13, 1863	Burnside	Indiana
Mary A. Meily	May 28, 1863	Ono	Pennsylvania
J. M. McCluskey	June 5, 1863	Alder Creek	New York
Stephen Bennett	June 8, 1863	Big Buffalo	West Virginia
Pardon T. Bates	June 11, 1863	W. Greenwich Cen.	Rhode Island
Phebe D. Osgood	July 9, 1863	North Penobscot	Maine
Francina Pratt	July 13, 1863	Greene Corner	Maine
Elizabeth Nelson	July 13, 1863	Hillsboro Centre	New Hampshire
Thomas Henderson	July 14, 1863	Black Horse	Maryland
John B. White	August 5, 1863	Garrettsburgh	Kentucky
I. C. Sherman	August 7, 1863	New Baltimore	New York
Charles V. Minott	September 25, 1863	Phippsburgh	Maine
A. G. Shoemaker	November 11, 1863	Rockville	Kansas
Reuben Dunbar	December 24, 1863	Horse Shoe Bottom	Kentucky
Henry Tilley	January 11, 1864	Castle Hill	Maine
Isaac G. Stetson	January 25, 1864	South Hanover	Massachusetts
Erastus A. Plummer	January 26, 1864	Raymond	Maine
Augustus S. Fayles	January 26, 1864	Cushing	Maine
George B. Wilson	January 27, 1864	Holaday's	Iowa
T. H. Woodcock	February 16, 1864	Rockland Lake	New York
Dean Blanchard	February 24, 1864	Rainier	Oregon
Henry J. Lane	March 30, 1864	East Raymond	Maine
A. J. Jardine	April 18, 1864	North Star	Pennsylvania
Richard Pantall	April 20, 1864	Millburn	Illinois
William M. Eldridge	April 29, 1864	South Harwich	Massachusetts
Thomas M. Pierce	April 30, 1864	Pierce Station	Tennessee
William W. Wood	May 9, 1864	Wood's Falls	New York
D. R. Harrison	May 26, 1864	Herrin's Prairie	Illinois
F. M. Hankins	June 7, 1864	Harrisonville	Kentucky
Lauton Pettet	June 22, 1864	Lake Road	New York
Henry E. Mason	September 19, 1864	Medway	Massachusetts
John P. Haskison	September 19, 1864	Healdville	Vermont
John S. Hutchins	October 10, 1864	Central House	California
Gasca Rich	November 1, 1864	Richville	Vermont
Barbara Dickey	November 15, 1864	Dover	Iowa
William M. Fowler	November 21, 1864	Fowler's	West Virginia

Name.	Appointed.	Office.	State.
Roger T. Clements	January 25, 1865	Union	Kentucky
Charles E. Libby	February 15, 1865	Dry Mills	Maine
A. D. Birnie	February 27, 1865	Cathlamet	Washington
William C. Davison	March 1, 1865	Hartwick Seminary	New York
C. G. Washburn	March 24, 1865	East Taunton	Massachusetts
Elisha Winslow	March 24, 1865	Virgil	New York
Martha A. Pond	April 10, 1865	Whiting	Vermont
Joshua Griffith	April 13, 1865	Ludingtonville	New York
Howard M. Curtis	April 27, 1865	New Castle	New Hampshire
James Rodgers	May 11, 1865	Blakeville	Iowa
Thomas F. Palmer	May 30, 1865	North Fayette	Maine
Calvin Z. Parmelee	June 14, 1865	East Windsor Hill	Connecticut
I. P. Wilcoxson	June 29, 1865	Christiansburg	Kentucky
Charles F. Bryant	July 26, 1865	Sharon	Massachusetts
W. K. Green	August 9, 1865	Nolensville	Tennessee
John Dunham	September 7, 1865	Chilmark	Massachusetts
Cornelius Van Alstine	September 18, 1865	Marshville	New York
J. S. Lindsey	October 6, 1865	Del Ray	Illinois
John Forbes	October 11, 1865	Wilmington	New York
Sumner Evans	October 26, 1865	East Stoneham	Maine



ROSWELL BEARDSLEY,
North Lansing, New York, the Oldest Postmaster.

Roswell Beardsley has been postmaster at North Lansing, New York, since June 28, 1828. He was born in 1809, is eighty-three years old, and has served as postmaster continuously for sixty-four years. He was appointed during the administration of President John Quincy Adams upon the urgent recommendation of Wm. H. Seward, then a young politician and a partner of Mr. Beardsley's brother, Nelson. During all these years Mr. Beardsley has conducted his office to the entire satisfaction of the public, and he has never been reprimanded for failure to perform his duties. He gives the post office his personal attention every day, as well as his little store. His patrons all love him, and hope his life may be spared for many years. Nobody ever sought to get the office away from Mr. Beardsley. His health is good, and he eats three good meals every day with perfect regularity. He is a Democrat in politics, but is

not offensive. He lets his neighbors believe and practice any sort or quality of religious belief that suits them, and he does the same. He has never been in Washington. The post office over which Mr. Beardsley presides pays him an annual compensation of $170. The first year he held it the pay was $19.53. Mr. Beardsley has never failed to make out his quarterly report with his own hand.

Joseph Strode, postmaster at Strode's Mills, Pennsylvania, is one of the oldest of the old-timers. He was appointed October 2, 1845. Strode's Mills is a quiet



POSTMASTERS APPOINTED IN THE FORTIES.

village, and the post office serves the farmers and the miners who live about. It is situated on the old Pittsburg and Philadelphia turnpike, and Mr. Strode's father was postmaster from 1837 until his death in 1845. At that early day Strode's Mills had a daily mail by the east and west bound stages. When the Pennsylvania Road had been completed to Huntingdon in 1851, the mail for Strode's Mills went by rail.

Peter Lansing, postmaster at Lisha's Kill, New York, dates back to 1850, and he remembers that in 1832 postage was computed by miles from his office to New York, a single letter costing 18¾ cents. He was then, at fourteen, the assistant

of Postmaster Lewis Morris. They exchanged mails daily over stages running between Albany and Schenectady. In '34 the Lisha's Kill office began to receive mail from Albany and Schenectady by rail, and the mail was brought in on horseback from a place called Centre, three miles off. At that time the railroad cars on the Albany and Schenectady road were drawn by horses.

Osman Pixley, postmaster at Ingraham, Clay County, Illinois, since May 28, 1852, says:

"Ingraham post office was established in the fall of 1825, as Ingraham Prairie. The country was new and the government land not more than one half taken up, and the people were well satisfied with one mail per week. The Government gave the net proceeds to the contractor, the amount being but a few cents a trip. We carried the mail then from Louisville, fourteen miles, with creeks to cross and but one bridge on the line. The patrons of the office had to contribute something to help compensate the contractor, and sometimes one neighbor would carry the mail and sometimes another, so that it came lightly on the contractor. The twice-a-week mail we considered quite a treat, but on the new route there was not a single bridge, and some of the streams were so deep that in certain seasons of the year we would be weeks without a mail on account of the high water. This continued until about 1872, when we petitioned the postmaster general for a daily route from here by way of Wakefield Boot and Wilsonburgh to Noble. We placed it in the hands of Senator Logan and the route was granted. Some of the patrons of the office very reluctantly signed the petition, stating that they did not see any use of a mail every day, and thought it an imposition on the Government. When this office was first established, it would have taken as many weeks as it now takes days for a letter to reach New York City. Then all letters going out of the state, or very far, had to pass through a distributing office and would be delayed there about twenty-four hours. At that time the rate of postage was five cents for three hundred miles or less, and ten cents for over three hundred miles. I very well recollect when letters came unpaid and frequently the party addressed would not pay the postage, and the letter would be sent to the Dead Letter Office. It was not infrequent for one person who had a spite against another to send him a large letter with postage to collect, and when the letter was opened, it would be found to contain waste paper, or something of that kind. The same thing was done for a joke among friends.

"During the Rebellion we had but one mail a week, and well do I recollect with what great anxiety mail day was looked for, and the sad disappointments that nearly every mail would bring. Usually a crowd was in waiting and nearly every letter received from the army was read in the office, and such sadness as some of them brought caused much shedding of tears, for the people in this vicinity were loyal, and a very large majority of the able bodied men went to the army leaving wives, sweethearts and mothers. There are now about forty pensions coming to this little office, and very many of the anxious mothers and sweethearts and wives have passed away."

Henry Bartling has been postmaster at Addison, Illinois, since May 20, 1854. "I thank God," he says, "that I could be of service to my neighbors and fellow-citizens for such a long period." He adds:

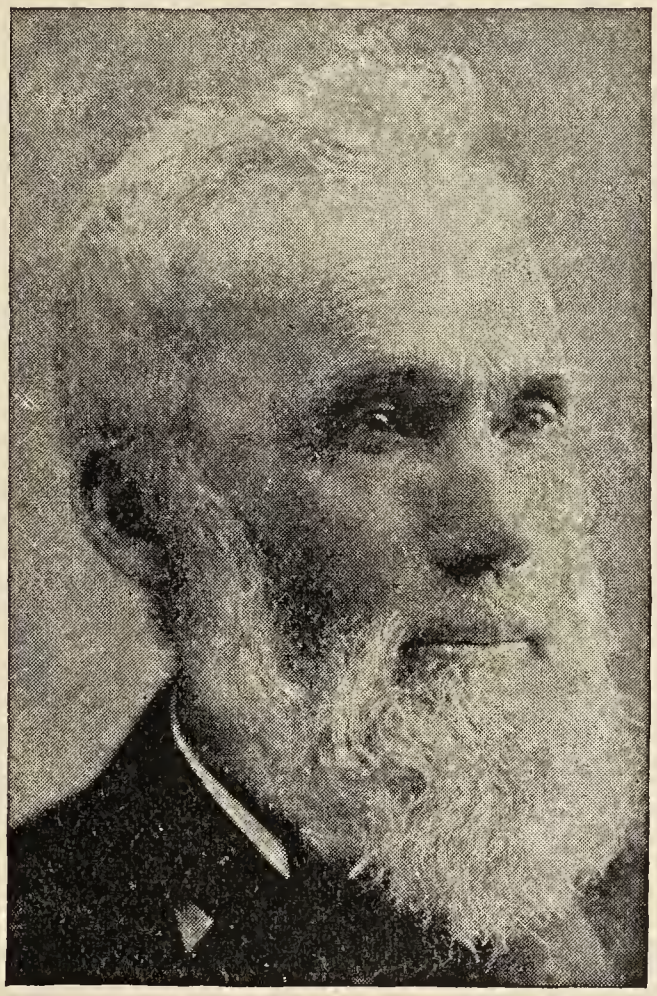
"Everything has worked smoothly and quietly, even during the dreadful years of 1861 to '65. The office was given to me without my seeking it, and I had no knowledge of the petition my neighbors had sent to Washington. This fact has done much to sweeten the arduous and responsible labor connected with the office, and has encouraged me all these years to do my work faithfully. It was an honorable and confidential position the citizens had placed me in, and it has always been my endeavor to run the affairs of the office for the welfare of the community, according to the postal laws. I have never interfered officially in the politics of the country, although individually I cared as much as any other citizen for the



POSTMASTERS APPOINTED IN THE FIFTIES.
(Except Curtis Wood, appointed 1849.)

weal of our beloved country. My principle was, as postmaster:— This office is alike for all, no matter what political opinion may prevail, and the post office should be free from all influences and political partisanship, a free institution of a free and liberty-loving people."

Jacob Shaffner, postmaster at Host, Pennsylvania, has had no predecessor nor successor in his office. He was first commissioned in July, 1855. In the early days the postmaster was amanuensis to nearly every man, woman and child in the whole vicinity; but he was more,— he was a mind reader; he would tell them what they wanted to say. Mr. Shaffner's salary had risen to $20 a year until 1860; then it was reduced to $19 a year, but it has risen somewhat since that time.



ANDREW SMITH,
Postmaster at Wegee, O., since 1856.

Postmaster Andrew Smith, of Wegee, Ohio, received his commission November 11, 1856. For several years he had but one mail a day at Wegee on the steamboat route between Wheeling and Parkersburgh. In the fall of 1861 Mr. Smith raised a company, became its captain, and went to war in the 77th Regiment of Ohio Volunteers, remaining in the service until February, 1863, when he was mustered out for disability. He did not resign his commission. The post office remained under the faithful management of Miss Amanda B. Shaver.

J. H. Keplinger, postmaster at Winfield, Ohio, took possession of his office in '56. The year before he had been made a justice of the peace, and two years later he was commissioned notary public for Tuscarawas County, and his latest commission in that capacity is signed by Governor McKinley. Mr. Keplinger remembers the famous campaign of General William Henry Harrison, in 1836, and he listened to a speech made by the general at Massilon. He walked over forty miles to hear it; but being only a little over seventeen, he was more taken up, as any boy would be, with the parade, the banners, and the ox-teams. Mr. Keplinger says :

"I remember very distinctly the live coons perched on high poles fastened upright on wagons, one wagon drawn by six yoke of oxen, with a threshing floor on it, and men on top the floor threshing with flails; and women on open vehicles were spinning flax. One wagon had on it a log cabin; one with a printing press, printing papers and scattering them to the crowd; others with nail machines in full operation, and many other things. In the parade were thousands on horse and on foot. General Harrison with his staff was in the parade, tall and erect, but looking careworn and feeble. The procession marched to the grove west of Massilon, where dinner was served upon long tables, with eatables of almost every description. One item was fine, fat pigs, with feet, ears and tails on, roasted to a nice brown, and standing on their feet on large plates."

David Brobst has been postmaster at Marcy, Ohio, since 1857. In that year he had the mail carried from Lithopolis, five miles away, once a week. The Department paid nothing for this service. After a while Mr. Brobst was allowed three dollars a quarter for carrying the mails, and finally he secured a tri-weekly mail from South Bloomfield, eleven miles away; and again, Marcy had a daily mail from Ashville by way of St. Paul. In the thirty-five years of Mr. Brobst's service he has probably been absent from his office less than two weeks; and during each year of the first eight or ten in which he conducted the postal business of Marcy, it cost him five hundred dollars or more.

S. K. Nurse, postmaster at Denverton, California, had some early lessons at North Chili, N. Y., and at Strasburgh, Ohio. He spent a year at telegraphy at Springfield, Ill., and at St. Louis. He went to California in 1849, and in 1850 sailed for Valparaiso, Chili, with a party of railroad surveyors. They had great trouble to get their mail in that country, but Mr. Nurse was introduced at the post office and permitted to sort out his mail inside. It was customary there to post a list of letters received, and if a person found he had one, he called out the fact to the delivery clerk. As each steamer brought five hundred or a thousand letters, this was a very tedious process. Letters were sent to the United States through the consul on payment of fifty cents per letter. Mr. Nurse frequently sent his through the English consul at thirty-one cents a letter, and these were transferred at Panama. In 1854 Mr. Nurse settled in Benicia, Cal., and in 1858 he had the Denverton office established and was appointed postmaster. For a long time transient travellers, back and forth from Suisun City, nine miles distant, would carry the mail. Mr. Nurse used to have great times helping the Spaniards in his neighborhood to find their letters.

J. B. Dunham, postmaster at Almoral, Iowa, was born in Bakersville, Vermont, in 1835. He worked at farming and at wool carding in his father's mill, until he was twenty. In 1855 the family moved to Bowen's Prairie, in Jones County, Iowa, and the next year they settled with a small company at Almoral, as they called it, borrowing the name of the Queen's residence and dropping the first letter. In 1857 a post office was established at Almoral. Mr. Dunham was made assistant postmaster. The mails were brought to the little post office, a board shanty from East Dubuque, forty miles away, by a single horse. In 1858 Mr. Dunham was a full-fledged postmaster. In his first year he organized a brass band, which did efficient work in 1859, in the Lincoln campaign; and this band afterwards went into the war. The women of the town made a beautiful flag for it out of their own material, and it was hoisted above the post office with every victory and lowered to half mast with every whipping. The citizens subscribed in those days for a daily newspaper, which was brought by a special messenger from Earlville, then the nearest railway station, and after work hours people would gather at the office and hear the news read. Mr. Dunham recalls the story of a postmaster in a neighboring town who, after securing the establishment of the office with great difficulty and managing it for some time at great loss, returned from work one night to find that his wife, tired of having this important place of public business right in the front room, had peremptorily removed the whole outfit to the front yard.

Robert J. Jewell, postmaster at Elk Creek, Spencer County, Kentucky, is fifty-six years old. He has been in the service thirty-six years. He was appointed

Jan. 18, 1859, and from that day to this has had no trouble with the patrons of his office, nor with the Department, a record, surely, to be proud of.

John H. Trueblood, postmaster at Canton, Indiana, was commissioned in 1859. He was born in 1815 in the then territory of Indiana, in the midst of the tall timber. When he was old enough, he began to work on a farm, attending school for two or three months in the winter until he was twenty, and then, as he was not in very good health, his father gave him the rest of his time, and he took a clerkship in a store. In 1852 Mr. Trueblood, having built a storehouse and station at Harristown, on the New Albany and Salem Railroad, had charge of the railroad and post office business there for four or five years. He says:

"When I first kept the office, we did not always have to prepay the postage. When prepaid, we marked the letter paid, and sent a bill wrapped with the letter stating it was paid. If the sender did not pay the postage, we sent a bill with the postage charged to the office of destination. All letters were wrapped up and sent to distributing post offices, except those to neighboring offices. Every paper, letter or mailable matter had to be accounted for and a copy of it sent to the Department at Washington and a copy kept in the office, in case it should be lost. All printed matter was then sent without being prepaid, and large amounts of printed matter were left in the office, parties refusing to pay the postage, for postage then was nearly as much as the price of the newspapers now. The work of tending the mail is not more than half as much now as it was when I first had charge of the office, nor is the pay as good. We then collected all the postage on newspapers, pamphlets and all printed matter, and considerable on letters, and that double what it now is, but there is much more correspondence now than then."

Mr. Trueblood adds:

"Southern Indiana, during the Civil War, had many sympathizers with the South, and a number of the 'Knights of the Golden Circle,' in the near vicinity, and some I knew very often would stop at my store in going and returning from their secret, dark lodges. The biggest scare I ever had was when the John Morgan raid came through this town and were all day in passing. The advance guard came whooping and firing their guns. They soon filled the store room and post office. I stayed in my store till 3 P. M., before I could get them out and close the store. Many of them stopped here and fed their horses and got their dinners. Dick, a brother of the general, took dinner at our house, as did also many of the soldiers. They robbed the store of $400 worth of goods, took all the mail and about $100 worth of horse-feed. Hobson followed next day, but did not get much for his tired men and horses to eat. After the raiders were gone, I found what they left of the mail in the corn-crib, letters all opened."

Mr. Trueblood recalls that in the old time the postage on weekly newspapers was twenty-six cents per year and on monthly thirteen. His father used to have to pay twenty-five cents for every letter received from North Carolina, his native state, and sometimes he or some of the neighbors would get word that there was a letter in the post office for them, and not having a quarter, they would often be obliged to leave the letter in the post office for a day, and sometimes for weeks.

Addison Whithed has been postmaster at Vernon, Vermont, since February 29, 1860. He was a clerk in the Vernon post office, though, for fifteen years before that, as his father kept it. Mr. Whithed, in fact, succeeded his father, who had held the office twenty-eight years in its present location, and who was an old-time landlord and merchant, both of which vocations were transmitted, along with the postal business, to the son. The Vernon office was established in



POSTMASTERS APPOINTED IN THE SIXTIES.
(Except Osman Pixley ('52) and William Irwin ('70).)

1820. The whole amount of postage received for the first quarter of 1821 was $2.16½. For years there was but one mail a week, supplied from Brattleboro. Then the stage went daily to Worcester, and so the mail went, until the completion of the railroad in 1848. Mr. Whithed represented his town in the Vermont legislature in 1872 and 1874, and he has also been selectman and lister; and it hardly needs to be said of a public official of forty-seven years' service that his life has been characterized by a scrupulous regard for the public interest.

The postmaster at Lakeville, Massachusetts, is Cephas Haskins. His post office was established in 1860, and he was appointed at that time. In war days there were usually three regiments encamped at Lakeville, and the soldiers, and especially those just from home, were great letter-writers; and if a mail was to be dispatched in the morning it had to be prepared the night before, with all its wrapping and recording.

Xavier Guittard was appointed postmaster at Guittard Station, Kansas, March 13, 1861. In those days he kept a station on the overland stage route, and his post office has never been moved. Those were prosperous times for the farmers who had corn and hay to sell to the army of emigrants.

Charles Hornung, postmaster at New Bavaria, Ohio, was born in Bavaria in Germany in 1823, and came to this country at fourteen. His father entered 160 acres of land, then a part of a wilderness full of wolves and bears. The Wyandotte Indians inhabited the whole region up to 1842, when they were taken to Missouri. In 1844 Mr. Hornung married and went to farming for himself, and ten years later he added merchandising to his pursuits. In '55 Mr. Hornung began the manufacture of pearlash, and in 1881 he built an elevator, and in 1882 a lumber mill. In 1848 he had a post office established in his neighborhood and named after the birthplace of a majority of his neighbors. Mr. Hornung was at once appointed postmaster. In '60 he took the stump for Lincoln, and he was appointed postmaster by Lincoln, March 20, 1861. The first mail route which supplied New Bavaria extended from Tiffin to Defiance, a distance of seventy-three miles. The service was once a week, and the first mail-carrier, a one-legged man named Nurbaum, had a hard time of it in the winter with eighteen miles of woods to traverse, and no bridges across the creeks.

Thomas Machan, postmaster at Belle Isle, New York, was appointed postmaster in April, 1861. His name has twice been sent to the Department for removal on political grounds, once under Johnson and once under Cleveland; but friends came forward each time to prevent a change.

Chauncey Carpenter, postmaster at Doran, Iowa, began work May 11, 1861. He goes back much farther than that in truth, for he first used to handle mail at Vermont, now Gerry post office, in Chautauqua County, New York, in 1834. He was then twenty-one, and the rates of postage, as he remembers, were 6¼ for less than 30 miles; 10 cents from 30 to 80 miles; 12½ over 80 and under 150 miles; 18¾ over 150 and less than 400 miles; over 400 miles 25 cents. Probably not one letter in 50 was prepaid. He adds:

"We had a distributing office at Buffalo and at Erie, Pa., about equi-distant, (50 miles). Letters to those offices, or beyond, were put in one wrapper, with a way-bill of all the letters enclosed showing the amount of postage; but for all intervening offices it was a way-bill and wrapper for each letter, unless there happened to be more than one letter at the same time for the same office. We

did not use twine, but folded the wrappers as circulars are now folded; one wrapper being used several times, by changing so as to get a new side for the address. It may be imagined what the labor of making out a quarterly report was, when we consider that a large per cent. of the letters sent and received were entered singly, and the yards of columns of figures, with fractions of cents, to be footed up."

Mr. Carpenter goes on to say:

"I well remember the first time I ever saw anything written on the absurdity of making out way-bills for letters and enclosing them in wrappers. It was in the New York *Tribune*, by Horace Greeley. He showed up the folly of so much labor, which was of no practical use. The registry system was first started since the date of my commission, the registry fee being 5 cents and the letter without envelope marked 'registered'; which in theory was to entitle it to receive extra care from those who handled it, but practically it was an advertisement to any thief what letters to select. It was probably safer not to register a valuable letter than to register it."

Mr. Carpenter was married in 1843 to Miss Catherine C. Stoneman, sister of George Stoneman, Sen., and aunt of General George Stoneman, noted in the war, and later Governor of California.

The postmaster at Whitesburg, Pennsylvania, J. A. Blaney, was not appointed postmaster until 1861, but he recalls one cold night in 1858 when he took the mail carrier in out of the snow and saved him from freezing to death. There have been cold times since then, but the carrier always finds a comfortable haven at Mr. Blaney's. His office was robbed once, and once they lost the mail key; but these have been the postmaster's only misadventures.

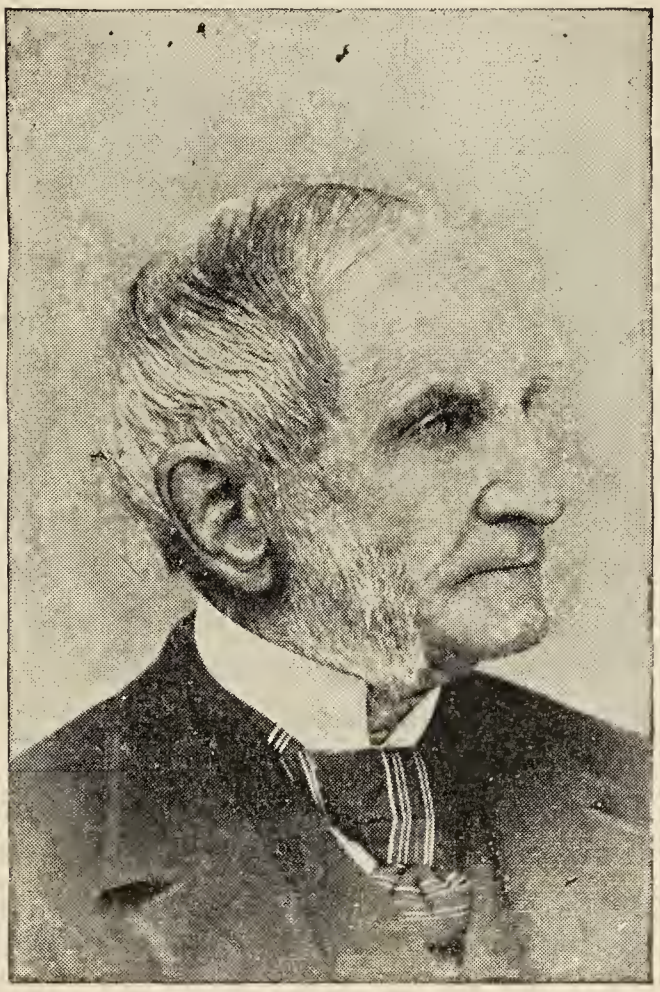
Washington Hildreth, who has been postmaster at Lock, Ohio, since 1861, is a dealer in merchandise. Mr. Hildreth's office was special when it was established, and it was supplied from Horner, the nearest office, which was fifteen miles away, at first twice a week and then three times a week. Much of the pay of the carrier was formerly raised by subscription. Mr. Hildreth is sixty-three.

R. B. Hill, postmaster at Leesburg, Mercer County, Pennsylvania, was born in 1840. He was commissioned postmaster by Montgomery Blair May 30, 1861. From 1861 to 1871 the Leesburg post office received its mail by carrier on the route between Pittsburg and Mercer. As Leesburg was six miles south of Mercer and fifty miles from Pittsburg, Mr. Hill received the mail, when the roads were bad in winter, anywhere from dark to midnight, and from three in the afternoon to daylight.

David Baughman, postmaster at Oak Point, Clark County, Illinois, was appointed by President Lincoln in June, 1861. At first the proceeds of the office ranged from two to three dollars per quarter, and it was necessary for Mr. Baughman to ride from four to six miles to a justice of the peace in order to file his claims correctly. Mr. Baughman had some trouble during the war with Southern sympathizers to whom he would not sell ammunition, and who thought it all right to rob the mails. He was threatened several times. He was born near Ganesville, Ohio, in 1820, and in 1841 he entered the land upon which he still lives.

The continuous service of Samuel Everts, postmaster at Cornwall, Vermont, dates from his commission of August 2, 1861, but his earlier experience of thirteen years from his first appointment, May 2, 1833, entitles him to honorable mention among the oldest officials in the entire postal service. Cornwall was on

the main route from Albany to Montreal with a daily mail, which was carried in a four-horse covered hack. A few years later this through service was enlarged, but the advent of railroads has caused so many changes in mail routes that now the Cornwall post office is on a small local route from West Cornwall to Middlebury.



SAMUEL EVERTS,
Postmaster, Cornwall, Vermont.

The commission of John J. Blaney, postmaster at Summit Station, New York, was issued in August, 1861. He was twenty-two then, and he has been postmaster these thirty-one years since that time. The mails used frequently to be delayed on the railroad, as they had not learned in those days to lift the snow blockades with snow plows.

George O. Sharp, postmaster at Kickapoo City, Kansas, went to Kansas from Virginia in the spring of 1855 when he was forty-three years old. In 1857 he was in business in Kickapoo City and was that year elected a justice of the peace, an office which he still holds. Mr. Sharp's predecessor in the Kickapoo City office resigned because a number of the soldiers at Fort Levenworth had nearly bankrupted him by making away with his cigars and liquor. Mr. Sharp's brother had been a postmaster, and as early as 1837 he himself had been sworn in as assistant at Quarter's Landing, now West Virginia. Mr. Sharp has had bullets whiz through his office while he was holding court in the old times. He has tried nine hundred and fifty cases among his neighbors and friends with such even justice as never to have one of them appeal, and he has married in his time two hundred and seventy-five couples, "two pairs a second time," as he once said. A few years ago every foot of Mr. Sharp's land was washed away by the Missouri River, and he lost all of his $7,500.

John Lemmax has served as postmaster at Whigville, Noble County, Ohio, since the seventh day of November, 1861. The nearest post office was four miles away, and Mr. Lemmax was accustomed to hire a boy to go there for the mail once a week. Three other citizens had tried the post office and found the work too arduous for the pay; but as Mr. Lemmax had finally secured a regular weekly mail, and as he was merchandising, he accepted the post. In all of his thirty-one years nothing mailed from Whigville has been lost. In the wartime some of the Southern sympathizers used to gibe the mail carrier by saying that he was very foolish to work for a defunct government with an unconstitutional president, as he would never receive any pay. In 1886, Mr. Lemmax received a statement that the audit of his accounts from 1875 to that time showed that the Department was indebted to him in $2.33.

John M. Hagensick has been postmaster at Ceres, Iowa, since February, 1862. He is hale and hearty at sixty-six.

Jonathan M. Mattoon has been postmaster at Geneva, Kansas, since Febuary 26, 1862. He is hale and hearty at seventy-eight, and as he says, never poisoned his system with tobacco or liquor of any kind. He has tried, he adds, to serve the Government and the people honestly, but he finds by long experience that it is a hard matter to please everybody and at the same time strictly comply with all the regulations of the Department. Mr. Mattoon has noticed that he has to furnish a room, with fuel and light, to answer a great number of letters of inquiry from the different executive departments, and to keep a record of the work of the mail messenger, all for $35 or $40 a quarter, and that the messenger on his part receives $30 a quarter for two trips a day of about 100 rods. As is well known, however, this is not a unique experience.

James Campbell, postmaster at Peru, Kentucky, was appointed in 1862, when the Peru office was established, and he has been postmaster there ever since. Peru is twenty-one miles from Louisville, on the Louisville and Nashville Road, and it supplies Brownsboro, which is two and one half miles away, six times a week.

Joel Newson was appointed postmaster at Azalia, Indiana, July 28, 1862. At that time he handled a weekly mail. Now he has two mails daily. Then it took five days for a letter to go to Washington. Now the time consumed is twenty-seven hours. In all these thirty-three years Mr. Newson has handled the mail in the same room. Mr. Newson is an ardent Republican, and at the beginning of the Cleveland administration he resigned. But no Democrat was found who could or would take the office, and so the veteran continued at his post. Mr. Newson remembers the war scenes at his little post office very well. Soldiers were allowed to have their letters franked by chaplains and on the payment of postage by the addressees, and they took many occasions to amuse themselves. Once some of the boys of the 39th Indiana wrapped up some hard-tack and sent it to one of the citizens of Azalia at a cost to him of twenty-four cents. But when the accounts of the sickness and the wounds and the deaths came, there was another side to the story. Then there were tears and sorrow. Mr. Newson was accustomed to take some newspaper during the war and from this he would read to the assembled crowds the news of the battles.

John V. Fares, postmaster at Kasson, Vanderburgh County, Illinois, was commissioned Oct. 4, 1862, by Montgomery Blair, and John A. Kasson, then First Assistant Postmaster General, forwarded his commission. Mr. Fares congratulates himself that the mails were never interfered with during the war by anybody, and that the patrons of his office are law-abiding German-American citizens, who appreciate his work. Though Mr. Fares is an avowed Republican, he was not disturbed by the last administration. "I have always aimed," he says, "to do the duty I owe to the public and to my office."

Stephen Bennett, of Big Buffalo, West Virginia, goes back to June 8, 1863. He recalls when letter bills were sent along, when the rate was three cents for each half ounce or fractional part of one, and when, of course, there were no postal cards. Mr. Bennett remembers the great confusion during the war, though there was no active fighting in his neighborhood.

Thomas Henderson, postmaster at Black Horse, Harford County, Maryland, remembers when the post office nearest to him was Bel Air, the county seat, which was fourteen miles away, and the next nearest was Baltimore, twenty-four miles away. It was customary for farmers when hauling their produce to the latter place to take out and bring the mail for themselves and their neighbors. Postage was twenty-five cents for an ordinary letter, and when this price was reduced to ten cents, it was considered very cheap. The county newspapers were sent out weekly from Bel Air by a youth on horseback, who carried them to the subscribers and took back items of local news to the editor. Neither envelopes nor mucilage had then been invented. The letter sheet had to be so folded as to form its own envelope, and then sealed with a wafer, prepared and purchased for the purpose, or with sealing wax, or with paste made of wheat flour. Mr. Henderson knew of a Frenchman who boasted that he was so expert that he could call at a post office for a letter of this kind under an assumed name, take it into a private room, unfold it, and read the contents, refold and restore it to the original state without breaking the seal, and then return it to the office with the explanation that the letter was not for him, after all. Black Horse was the first post office established in all that region. For a long time it received only one mail a week. For a while in the early history of the office it was removed a mile away to Shawsville, but during the war it was brought back to Black Horse. "Many stirring incidents," says Mr. Henderson, "happened in the post office in those times of alarm and danger. On mail hours the neighbors would often gather, and while one read the latest news the others would listen, in comment some sympathizing with one of the fiercely contending armies and some with the other."

A. G. Shoemaker, postmaster at Rockville, Kansas, goes back to Nov. 11, 1863. This Miami County town was laid out in 1859. It was two and one half miles from the state line of Missouri. Mr. Shoemaker moved there in 1860 and began blacksmithing. There was no post office nearer than West Point, and in 1862, after Rockville became a military post, where Union soldiers guarded the Kansas border, Mr. Shoemaker got up a petition for a post office. Finally a daily mail came to supply the farmers and stockmen with prices. The first mail carrier was Harvey Campbell. He was a small man, but he would ride up to the office in war times with plenty of dignity, and the fifty or more soldiers of various colors (for there were Indians and Mexicans among them), all eager enough for letters from home, would gather about to hear the latest news from the seat of war. Mr. Shoemaker remembers one little fellow not more than six years old, whose legs would hardly reach across the horse's back, who would ride up and greet the postmaster with :

" What is the latest news from the Potomac, Mr. Shoemaker ? "

When the soldiers left the post, and there was no protection, Mr. Shoemaker frequently used to put the mail in a bushel basket and hide it away from the office somewhere, so that it could not be seized by the Confederates. In those times old and young women, with very little girls and boys, would come eight or ten miles on horseback for their mail. Now in the neighborhood of Rockville fine carriages and horses take the place of ponies and ox-carts.

D. R. Harrison, postmaster at Herrin's Prairie, Illinois, since May 26, 1864, is a dealer in general merchandise. The Herrin's Prairie post office was established



POSTMASTERS APPOINTED IN THE SIXTIES.

in May, 1864. It was supplied with a weekly mail from Fredonia, and Mr. Harrison employed the carrier, who used to receive two thirds of the proceeds of the office. That, at least, was the supposition, though Mr. Harrison really paid him fifty cents a trip, and what the proceeds of the office did not yield the postmaster himself paid, and that was about half of his salary for several years.

I. P. Wilcoxson has been postmaster at Christiansburg, Shelby County, Kentucky, since June 29, 1865. In all of Mr. Wilcoxson's twenty-seven years of service he recalls only one letter sent out from his office which contained money (and that contained $3 and was sent by the postmaster himself) which went astray, and in the same twenty-seven years only three letters or packages claimed to have contained valuables and to have been mailed to Christiansburg went astray.

Jacob A. Horner has been postmaster at Hancock, Indiana, since January, 1867. He was born in Harrison County, Indiana, in 1838, and worked on a farm until he was of age. In 1860 he became a storekeeper in Hancock, and he was soon assistant postmaster. Mr. Horner has a letter from First Assistant Postmaster General Marshall, dated June 1, 1872, which assigned his office to the fifth class and fixed the annual salary of the postmaster at nine dollars per annum ; and the postmaster was permitted to apply, on the salary of a mail carrier between Hancock and Fredericksburg, Ind., a town four miles away, two thirds of his nine dollars.

Harvey E. Wilcox has been postmaster at Ridge Mills, New York, since July 23, 1867. Postmaster General Randall signed his commission and established the office of Ridge Mills.

Bernard Schneider, postmaster at Fulda, Spencer County, Indiana, was born in Prussia, in 1823, and came to this country in 1849. After he had lived at Fulda for ten years he was appointed postmaster. His salary rose rapidly from $28 a year to $56 a year, and now the pay is between $75 and $85 annually. Mr. Schneider, though nearly seventy years of age, is very healthy, except for the rheumatism, now and then, which obliges him to work slowly.

Elihu Phillips has been postmaster at Texas, West Virginia, for thirty-five years, and he calculates that his experience in the postal service has cost him a thousand dollars at least. Mr. Phillips is a farmer, and his work is much interfered with sometimes by the arrival of the mails.

In the far northwest are some old-timers. William Irwin, postmaster at Ten Mile, Oregon, was appointed June 13, 1870, when his office was established. His office has been served from such romantic points as Lookingglass, Civil Bend and Olalla. The Ten Mile Office has doubled its business since it was established. Mrs. Irwin is the deputy postmaster at Ten Mile.

James Urquhart, postmaster at Napavine, Washington, went to the coast in the fall of '52. He remembers Portland, Oregon, as a straggling village. The mail went by steamboat from Portland to Montecello, Oregon, and from there carried to the Sound once a week on horseback. The Napavine post office was established in the wilderness, but now it is a distributing point for ten post offices in the neighborhood. Mr. Urquhart is the father of eight Republican voters.

The Silver Creek and Mossy Rock post offices, in Lewis County, Washington, were established March 15, 1875. John Tucker was the first postmaster at Silver Creek. He had a weekly mail, and the carrier, in order to cross Cowlitz River,

had to put his mail and saddle in a canoe and paddle across, leading his horse by his side, and the current was often so strong that he was obliged to proceed up stream a hundred yards in order not to land too far below. His horse soon learned to swim straight across, however.

E. G. White, postmaster at Osceola, Washington, was born in New Hampshire in 1837. He had to do with the post office at Landaff, N. H., in 1858–9, and at Georgetown, Mass., from 1861 to 1863. He emigrated to Washington in 1873, and was appointed postmaster at Osceola in '77. The office nearest to Osceola at that time was Wilkeson, 11 miles away. The carrier made one trip a week, and had to ford the fiery White River, a wild mountain torrent. He was drowned in 1879, and neither the carrier nor the mail was ever recovered ; but Postmaster White hired another carrier and notified the Department. Six offices have been established since 1877 in the territory formerly served by the Osceola office.

N. A. Wheeler, postmaster at Alpowa, Washington, is another old-timer. He has an idea that the chief need of the postal service is to have people understand it, and know how to use it. He would print in circular form articles from the *Postal Guide*, and send them in packages of a hundred or a thousand, as occasion might require, to every post office, so that they might be distributed to all. These would be saved and continually referred to, and the educational benefit would be tremendous. He would even have a law passed to prevent any person from sending a letter upon which the return request was not printed, and if persons did not desire their names to appear on the envelopes they could have a box and print the box number. He would even go farther and provide that no letter should be dispatched in the mails which had not been provided with the Government stamped envelope.

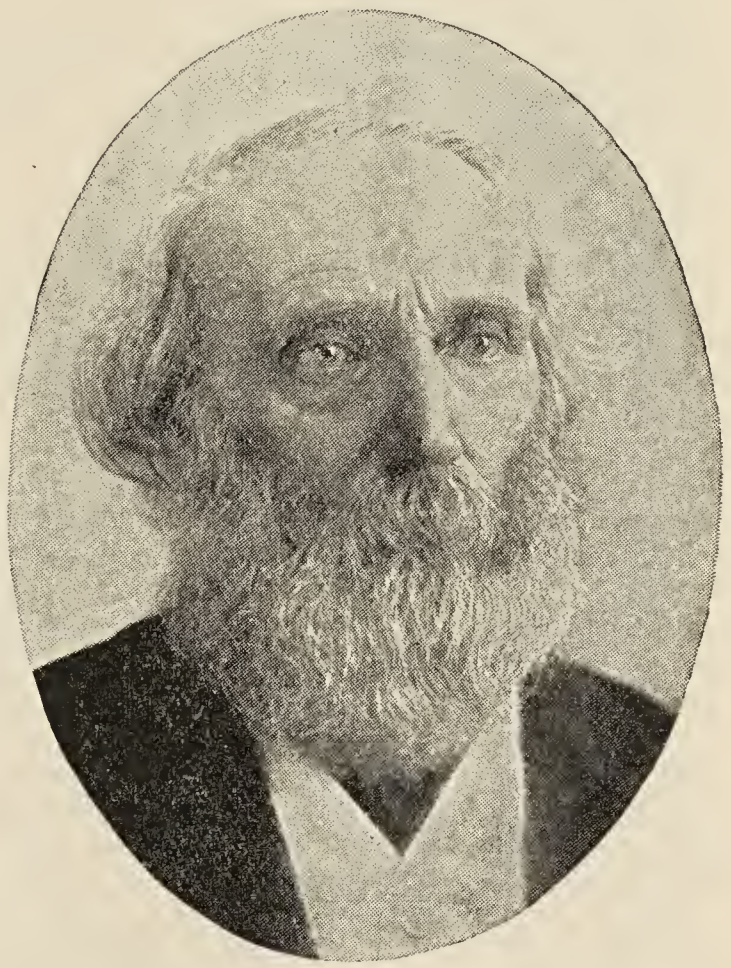
Some of the old postmasters whose service has not been continuous are :

Name.	Date of first appointment.	Office.	State.
John Datesman	March 31, 1832	Fennersville	Pennsylvania
Jesse M. Perrine	May 5, 1836	Perrine	Pennsylvania
William H. Wallace	July 30, 1841	Port Homer	Ohio
John Wilson	July 14, 1849	Plato	Illinois
John Lackland	May 23, 1853	Principio	Maryland
John C. Spencer	February 10, 1854	East Clarendon	Vermont
Jasper Workman	July 13, 1855	Bald Knob	West Virginia
Christopher B. Stout	December 10, 1856	Readington	New Jersey
Christian Schneider	December 30, 1856	Orland	Indiana
Hiram Smith	April 3, 1858	Bashan	Ohio
John B. Stone	May 10, 1858	Roxalana	West Virginia
William H. Balcom	February 12, 1859	Argo	Illinois
Elijah Watson	April 3, 1860	Rushville	Missouri
William Wagner	September 18, 1861	Buck's Ranch	California
John B. Wissler	November 30, 1861	Brunnerville	Pennsylvania

The most notable of the veterans whose terms of service in one locality have been for any reason interrupted is William H. Wallace, postmaster at Hammondsville, Ohio. He has seen sixty-two years of postal work. In June,, 1830, A. G.

Richardson was postmaster at Wellsville, Columbiana County, Ohio, and Mr. Wallace was his assistant. The next year Mr. Wallace opened, in partnership with Jacob Groff, a general store at Mouth of Yellow Creek, Jefferson County, Ohio, and upon his application a post office was established there, and Mr. Graff was made postmaster. Mr. Wallace was his assistant, but at the end of three years, on a dissolution of partnership, he was really postmaster. In 1839 Mr. Wallace removed to Port Homer, where he opened another store. In 1841 he was appointed postmaster at Port Homer by Postmaster General Granger. In 1852 he removed his post office to Hammondsville, in Jefferson County, and was appointed postmaster there by Judge Hall. At Hammondsville he was also express agent forty years ago, and this position Mr. Wallace still fills. He says:

"Old time rates of postage were figured thus: for a single letter carried 30 miles, 6¼ cents, called then a fip; thence up to 80 miles, 10 cents; thence up to 150 miles, eleven pence (12½ cents); thence up to 400 miles, three fips (18¾ cents); 400 miles or to any part of the United States, 25 cents. Storekeepers in those early days were in the habit of taking all kinds of country or farm trade for goods, and where a post office was connected with the store, it was as common to take produce for letters and papers as for goods. The prices of produce varied some seasons, but butter and eggs were always low in summer, the prevailing price being 6¼ cents a pound for the former and 5 cents per dozen for the latter. To illustrate: to pay postage on a 25 cent letter it required the amount of the following articles separately: 4 pounds of butter, 5 dozen of eggs, 2 bushels of oats, 2 bushels of potatoes, 1⅓ pounds of common coarse wool, a little over ⅔ bushels of wheat, and other articles in proportion. To illustrate further the cost of the expense of correspondence: Suppose a farmer and family communicated with a New York correspondent and had to receive 32 unpaid letters, he must sell a good milch cow to foot the postage bill, for $8 would buy a good cow. It made it obligatory upon the postmaster, as far as it was possible for him to scrutinize rigidly every letter, and if it consisted of two pieces of paper, then double postage was charged."



WM. H. WALLACE, HAMMONDSVILLE, O.

Mr. Wallace goes on:

"I have travelled in the stage when it took three days and three nights to reach Philadelphia from Pittsburg. One newspaper of small dimensions in the county town for the whole county was a rule, and many in the county never scanned its columns; and if they did, the general or far off news did not come under their eye. Then farmers and farmers' sons were dubbed clodhoppers. Ask them the governor's name and they could not tell it. I know of families of some prominence in the county when I was a boy, that never saw a newspaper."

Again Mr. Wallace says:

"Just seventy-three years ago in the city of Baltimore, I witnessed the hanging, for robbing the United States mail, of the noted Haire and his co-worker, then the greatest robbers of mails. Then it was a death penalty to rob the United States mail. Shortly after was another hanging in the same city that I witnessed. Hutton and Hull robbed the mail not far out of the city, and murdered the driver, Heaps. Heaps and his family lived in the city, and his children were my playmates. There were no express lines, the mails being the only public mode to send money. The villains stopped the mail coach in the night with none but the driver aboard. He was ordered to give up the mail. This he did; but it was concluded, fearing detection and arrest, to take the driver's life by shooting and stabbing, each taking a hand. They then tied the two horses by the lines to a tree, and made off with the mail. They visited the city next day and were arrested. Hutton was an old offender, and young Hull inveighed as an accomplice. He was only about twenty years old; had studied medicine in Utica where his father, who was a druggist, lived.

"My first trip on business to Philadelphia was sixty-one years ago by mail stage, and I returned home via the Baltimore and Ohio Railroad as far as it was built. The road was made to Ellicott's Mills, thirteen miles, with strap rail; two horses tandem; capacity of coach twelve or fifteen; rate of speed ten miles per hour. This mode was continued until finished to Frederick, when I was again a passenger; next, pony-sized locomotives from Baltimore to Cumberland, thence by mail stage to Brownsville, Pa. I crossed the Alleghenies twenty-six times before the railroad traversed them. The robbery of the mails while en route by stage was common, and for safety at times postillions were brought into requisition. The common way of carrying money by person was to encase it in a leathern belt, or silk bandanna handkerchief, and placing around the body next to the bare hide. Stockton and Stokes of Baltimore were the first stage owners that I have any recollection of more than seventy years ago; the next Reside and Slaymaker over the Baltimore route. My first trip over the Alleghenies from Baltimore to Brownsville was in the month of August, 1820, just seventy-two years ago the past August, in my bare head and bare feet. The sun was hot, and so was the pike road.

"On March 4, 1829, General Jackson succeeded Mr. Adams as President, and the way the Postmaster General, John McLean, and the postmasters of any note had to fly the track, was a caution. 'To the victors belong the spoils' was the ruling motto. I visited Washington fifty-eight years ago; was formally introduced to General Jackson at the White House by a member of Congress, and had a good little talk. He held in his hand a two-cent clay pipe, which he had been smoking. I also had a good talk with Henry Clay. One day when the House was not in session my member of Congress seated me on the speaker's chair, saying, 'Now you can say that you have sat in the speaker's chair.'

"Neither Philadelphia nor New York was flooded then with periodicals. No *Tribune*, no *Herald*, no *Times*, no *Ledger*. In regard to men of great wealth, they did not flourish, leaving out Stephen Girard. The Ridgeways were spoken of; Cornelius Vanderbilt of New York was then taking in pennies for ferrying with his skiff, ferrying in his teens; John Jacob Astor and his wife cleaned and prepared furs, and she said they must wait till they would get ahead before they could afford to eat a cooky. Large hotels did not abound in either city. Nearly fifty years ago the Washington House on Chestnut Street was opened. On my arrival in Philadelphia in the morning, after a three days' and three nights' stage ride from Pittsburg, a friend said to me, 'A new hotel has just opened on Chestnut Street; try that for a change.' I accordingly repaired to the place, entered my name, etc. When dinner was announced, I entered the dining room and there was a most sumptuous repast, and a corps of caparisoned waiters. But behold! not a solitary guest besides myself; and all the waiters wanted to take a hand at serving me. It was really a strange ordeal to pass through, but I finally came out all right."

Mr. Wallace was born in Frelighsburg, in the Province of Quebec, Dec. 2, 1811. His maternal progenitors originated in Germany and his father's people in the

land of William Wallace. His maternal grandfather laid out the town where William H. Wallace was born, and called it after his own name. He was a surgeon in the British Navy and descended from the same stock as Victoria. Mr. Wallace's father was a prosperous merchant and manufacturer in Canada, and when the War of 1812 broke out (being an American, born in Massachusetts, and never having sworn allegiance to the Crown) closed up his business at a heavy sacrifice and left for the United States. He finally settled in Baltimore.



OLD POSTMASTERS WHOSE TERMS HAVE BEEN INTERRUPTED.

John Datesman, postmaster at West Milton, Pennsylvania, was born in 1810 in Northampton County. He began the general mercantile business at Fennersville, Monroe County, in 1831, and gave the place its name, and was appointed postmaster there March 31, 1832. After a service of four years he went to Union County and bought the land where West Milton now stands. There he started a general store, named the place West Milton, and was appointed postmaster March 6, 1862. This position he still holds. In Fennersville, he was appointed justice of the peace; and at West Milton he was elected to this office for ten years. Mr. Datesman was for a number of years the most extensive grain dealer in all his region. His first

goods were bought in Philadelphia and brought to West Milton in canal boats. Grain from Union, Centre, and Clinton Counties was hauled to West Milton by teams. Mr. and Mrs. Datesman celebrated their golden wedding in 1881 and their sixtieth anniversary in July, 1891. They have four grown-up sons and three grown-up daughters.

Jesse M. Perrine, postmaster at Utica, Pennsylvania, was last appointed June 17, 1889; but he is entitled to consideration among the oldest postmasters. His official experience extends back to May 5, 1836, when he was appointed postmaster at Perrine, Mercer County, Pennsylvania. The mails then came but once a week on horseback through the forest trails and over uncertain roads of a newly settled country. In the fall of 1842, another member of the family, Enoch Perrine, was appointed postmaster at Perrine, but in June, 1845, Jesse M. Perrine was re-appointed and he held the position until April 22, 1854, when he was again succeeded by Enoch Perrine. In 1863, Jesse M. Perrine moved to Utica and became postmaster April 6, 1866, holding the office until Sept. 10, 1885, when he resigned in spite of the remonstrances of both Democrats and Republicans. He was re-appointed by President Harrison June 17, 1889, and is still in office. Postmaster Perrine is now seventy-eight years old.

John Wilson, postmaster at Plato, Illinois, was first appointed postmaster July 14, 1849. He stayed until July, 1850. In October, 1852, he was re-appointed, and he held the position until March, 1891. His first appointment dates from the establishment of the Plato office. The Wilson family received considerable mail from Baltimore, Ohio, and Danville, and it was very inconvenient to get mail from Pickamink, the nearest post office, which was four miles distant ; and then, too, the saving of postage was an important consideration. Accordingly Mr. Wilson appealed to the Department. It was intended that his father should be postmaster, but the appointment was finally made in the son's name. At that time one could count, on the fingers, the settlers along the Iroquois River from Spring Creek for twelve miles north. At first the office was patronized by six settlers only. In 1849, though Plato (on paper) was the greatest town between Lafayette and Chicago, disputing the supremacy of Bunkum (now the village of Iroquois), then the county seat. It was the boom town of Grand Prairie in those days. It had water navigation, and wharves, and mills, and shops, and lots (all on paper) were sold according to plat, at fabulous prices, to eastern capitalists. John Wilson was a young surveyor and civil engineer, having been sent from Danville to lay out the town. He remained through all its vicissitudes.

The postmaster at Principio, Maryland, John Lackland, was first a clerk in the post office at Principio in 1848. In 1849 the office was moved to College Green; and in 1853, when it was moved back again to Principio, Mr. Lackland was appointed postmaster. He stepped out during the administration of Buchanan, but was appointed again under Lincoln. He has held the office ever since. The mail service at his office was interfered with only twice during the war, once when the Massachusetts troops were attacked at Baltimore, and second at the time of one of the raids into Maryland, when Baltimore was put under martial law.

J. C. Spencer, postmaster at East Clarendon, Vermont, first saw service in 1852, when he was assistant. In 1854 he was appointed postmaster by James Campbell. He went out under Buchanan, but Montgomery Blair appointed him again in '61.

Jasper Workman, postmaster at Bald Knob, West Virginia, was first commissioned as postmaster in the summer of 1855. Bald Knob post office was at that time the only one between Boone Court House and Oceana, the county seat of Wyoming County, and the distance between these two points was forty-five miles. Between Bald Knob and Logan Court House, which was thirty miles to the westward, there was no office, and between Bald Knob and Peytonia, which was thirty-five miles to the northeast, there was no office. Mr. Workman says:

"When the War of the Rebellion broke out, a party of Confederates on a second visit to this place searching for arms seized the post office, in which I had about $16 worth of stamps and envelopes, and divided these and other booty among them. The key of the office I saved. On this occasion I was taken prisoner and kept tied to my brother William, also a prisoner, for one day and a night. During the war there was no post office here; and here through all that period I remained, caring for a young family and my aged parents; and through all the horrors of those times I stood true to the old flag and to my convictions. After the war, during the administration of President Johnson, I was again appointed postmaster at this, my old station. I am proud to say that during my official administration no charge of any kind has been preferred against me. Two years after my second appointment I was paid a salary, and from the first salary the Post Office Department at Washington deducted $16.06, the price of the stamps and envelopes which were confiscated by the Confederates."

C. B. Stout, postmaster at Centreville, New Jersey, was first a clerk in the Readington, New Jersey, post office in 1846. In 1856 Mr. Stout was himself postmaster at Readington, but in 1862 he resigned and removed to Centreville. His commission as postmaster at that place is signed by Montgomery Blair, and dated April 8, 1862.

Christian Schneider has been postmaster at Orland, Steuben County, Indiana, practically since December 30, 1856. He was appointed then by James Campbell, but in 1861 James Plass was put in his place. Mr. Schneider was deputy, however, and in 1865 he was again appointed postmaster. From the first of January, 1857, to the present time Mr. Schneider has not been out of his office a week. In early times Orland had a semi-weekly mail from Flint, Indiana, and Bronson, Michigan, but later it was made daily from Bronson to Orland. In 1870, the Orland office was made a money order office, and in the last twenty-two years Mr. Schneider has issued nearly 5,000 postal notes, and over 20,000 money orders. He was born in Germany in 1818, and came to this country in 1846. He has lived in Orland ever since this last date; and although almost seventy-five years old writes a fine, clear hand, and is a venerable, sturdy character.

Hiram Smith was postmaster of Bashan, Ohio, until August 15. He was first appointed in April, 1858. During his thirty-four years of service Mr. Smith missed but four mails. One was interfered with by snowstorms and two by high water in the river ; and the fourth was lost in fording. He resigned at sixty-seven on account of ill-health and old age. Bashan is a small office in a beautiful country three miles from the Ohio River.

John B. Stone was appointed postmaster at Roxalana, West Virginia, May 10, 1858, by Postmaster General Aaron V. Brown, during Buchanan's administration. The mail was then carried once a week on horseback from Charleston to Glenville, Gilmer County, a distance of eighty miles, with only half a dozen offices on the entire route; and often the mails were delayed two or three weeks on account of high water and bad roads. In his earlier years as postmaster Mr. Stone's annual income from the service ranged from two dollars to two dollars and a quarter.

During the war there was practically no postal service at Roxalana for several years on account of the "Rangers" that infested all of the back counties of the state. Mr. Stone's commissions have been signed by nineteen postmasters general, and he now serves the second and third generations of his original patrons.

Wm. H. Balcom, postmaster at Argo, Illinois, was born in 1810. He was appointed postmaster at Argo, February 12, 1859 ; and he served continuously in that capacity till August 19, 1892.

Elijah Watson was postmaster at Rushville, Missouri, from April 3, 1860, to February 14, 1876. During the various changes of administration no attention was paid to Mr. Watson's politics, and during all this time the faithful old postmaster hardly lost a day from his office. Mr. Watson was re-appointed March 28, 1877, and he is still the postmaster at Rushville. This is a village of less than 300 inhabitants, yet six railroads pass, and Postmaster Watson, who is now seventy-six years old, "makes" twenty-four mail trains daily, carrying the pouches on his back nearly half a mile. He has never lost a single letter. Once during the war bushwhackers broke into his office and robbed it of the supply of stamps. At another time guerrillas attempted his life.

William Wagner, postmaster at Buck's Ranch, California, went to Plumas County over forty years ago, and has lived at Buck's Ranch since June, 1860. He remembers the first mail route from Oraville to Quincy, established in 1859, the first regular route in Plumas County. There was little change in the transportation of mails in the sixties, but in the seventies there was a fruitful field in Plumas County for the straw bidder. A happy thought of one contractor was to carry the mail by any route he chose, so it eventually got to its destination. Letters for near-by post offices were carried by way of Sacramento, and thence to Reno, one hundred miles to the eastward. When complaint was made the contractor was influential enough to have the Buck's Ranch post office removed thirteen miles to suit his convenience, and a man was appointed postmaster who could neither read nor write. But this flagrant performance was held up in time.

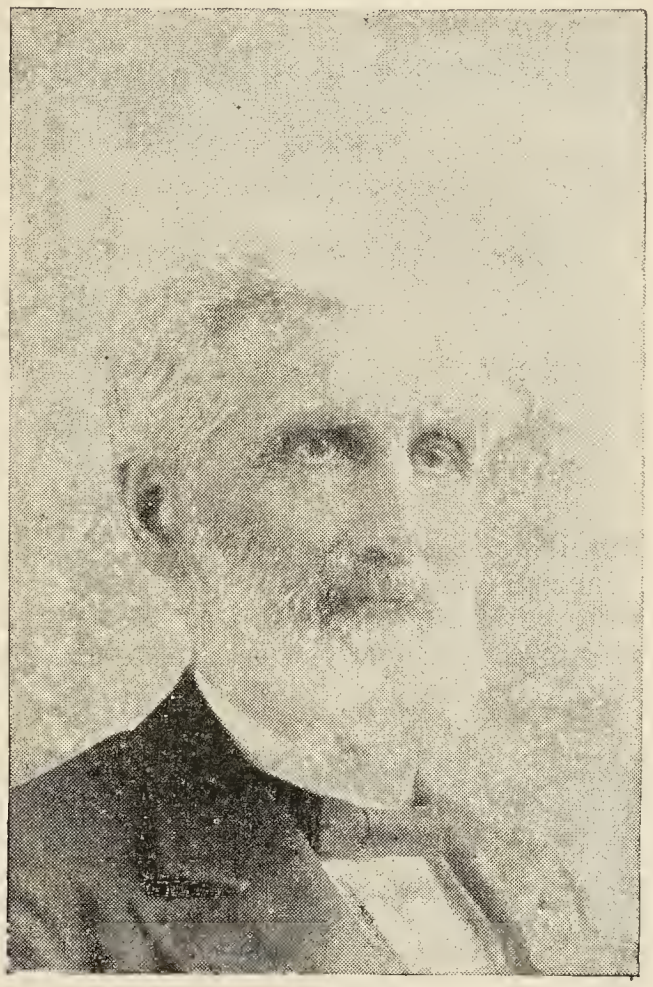
John B. Wissler, postmaster at Brunnerville, Pennsylvania, up to June 18, '92, says:

"I have before me a letter in sheet form, folded, mailed at Baltimore, June 24, 1829. The postmark stamped in red, the postage '10' put on with pen and red ink. The addressee had to pay ten cents to get it. The writer has this apology inside : 'I should have paid this letter, but they never go so safe.' In 1858 we received our mail at Lititz ; any patron of the store passing through Lititz brought the mail, some forgetting to leave it here until days after they had carried it around in their pocket. In 1860 I made application for a post office but failed, being a Republican in politics. In 1861 I applied again and got the post office established through the Hon. Thaddeus Stevens."

The following old postmasters have lately retired after long and honorable periods of service:

Name.	Served.	Office.	State.
Charles Emery	Sept. 15, 1853, to Nov. 15, 1892	Townsend Harbor	Massachusetts
H. B. Stiles	June 5, 1861, to Oct 20, 1892	Brookline	New Hampshire
Jacob Renwald	Feb. 13, 1864, to Oct. 17, 1892	Summitville	Iowa

One of the oldest living ex-postmasters is Dr. John Follett Baker, of Batavia, New York. He was born at Roxbury, New York, September 14, 1815. He began the study of medicine at twenty, and was graduated from the Geneva Medical College in January, 1841. He was a Whig, and his services to his party were early recognized by his selection as a school commissioner; and in June, 1841, President William Henry Harrison appointed him postmaster at Otselic, in Chenango County, N. Y. At that time he was the youngest postmaster on the records. Dr. Baker is among the acknowledged leaders of his profession in western New York. He has discovered a specific remedy for the cure of cerebro-spinal meningitis; and in 1866 he was called to the chair of surgery in the Pennsylvania Homœopathic Medical College, but was obliged to decline. He has always taken a deep interest in politics, and has been in his day an acknowledged leader in public affairs as well as in medicine. He secured the passage by the New York Legislature of '47–'48 of a bill to secure the better recognition of his chosen profession; and he has always been notable for accomplishing things.



DR. JOHN F. BAKER.

But the oldest postmaster is passing away, and sprightly as he is, and familiar with the service in the early and the late times, and beloved as he is by all his neighbors (who know him better than they do anybody else), his time comes and he travels on. "I am eighty-two," the venerated postmaster of Frankfort, Indiana, said a year ago. "I go, I trust, to the better land." He did not survive the perils of winter.

John Barner reached Bloomington, Indiana, the site of the State University, in 1828. He used to say :

"There was then a mail route from Louisville, Ky., through New Albany, Salem, Bedford, Bloomington, Martinsville, the Bluffs, of White River, to Indianapolis, the seat of government. The mail was carried on horseback by Colonel Green, once a week, and on nearing the towns he would sound his long tin trumpet to announce to the citizens the arrival of the United States mail 'on horseback.' There was a mail route from Madison through Columbus and Franklin to Indianapolis — one from Cincinnati, via Lawrenceburgh, Greensburgh and Shelbyville to Indianapolis, and a route from Cincinnati via Oxford, Liberty, Connersville and Rushville to the state capital. I think as early as 1830 a stage was run on this route by John Lister, one among the first contractors for coach service in the State.

"The Cumberland or National Road, from the east through Columbus, and Richmond, Ind., Indianapolis, Terre Haute, Springfield, Ill., Jefferson City, Mo., — the road was 'cut out,' large trees removed, and the centre grubbed in 1828, '29, '30 and '31. Through Indianapolis on west the mails were first carried on this road on horseback, and frequently detained for a week on account of high water ; no bridges at that date. Stages and wagons got through the deep

soil, as far back as 1842 on this road by prying out the wheels at the deepest mud holes.

"The Michigan road was surveyed and marked from Lake Michigan through Logansport, by act of the State Legislature, approved in January, 1828, under a treaty made with the Miami Indians for the lands with which to construct the road. This road was from Madison, Ind., to the lake. It became a mail route, and the mail was carried on horseback from the state capital north to the lake in 1833. A portion of this route was through swamps, and had to be travelled around to shun the impassable obstructions. After coaches, or stages, were put on the route, from about 1836 to 1852, passengers starting in the coaches were compelled to get out and carry a fence rail to pry the wheels of the vehicle out of the many mud holes on the road. Horses frequently sunk to midsides in water and mud.

"The first mail was carried on horseback from Lafayette via Jefferson four miles west, to Frankfort, twenty-four miles east of Lafayette, in the year 1830. The county seat was located and lots sold July 12, 1830. Col. Samuel D. Maxwell was the first postmaster and first county clerk — a gentleman of fine culture and one among the best citizens and pioneers. He was afterward mayor of Indianapolis. The first mail I saw arrive in the city was in April, 1832, the year I settled here. The 'post boy,' a young man, John Ross, carried it from Lafayette to Jefferson on horseback and then on foot to Frankfort, four miles, in a small pouch like an old pair of saddle-bags. I was appointed postmaster at this place in February, 1834, to succeed the first postmaster. I was then a poor young man, a mechanic, with a small family, and was well pleased with the position, as I thought it might bring a little revenue — about $30 per quarter. The first mail I opened was on the 3d day of February, 1834. Jerry Dunn, the 'post boy,' reached the western suburbs of the town and tooted aloud his tin horn.



JOHN BARNER, FRANKFORT, IND.

"Sometimes a new citizen residing near the principal stream, Sugar Creek, would send the carrier back with a note reading as follows: 'From my knowledge of Sugar Creek the mail cannot pass over with safety;' signed Joseph Wood; consequently we were without a mail for two weeks. In 1838, 1839, and 1840, a four-horse coach was put on a 'new route,' as it was called, from Indianapolis north on the Michigan road via Kirklin, Frankfort, Jefferson and Huntersville to Lafayette. This line of stages ran daily between the points named. It generally took day and night to run the sixty-five miles. The coaches were well loaded with passengers from the east 'going west.' Daniel Hunter, the contractor, finally failed, and the coaches were taken off the line. In 1848 Jacob Jones put coaches on the line from Indianapolis via Kirklin, Frankfort and Rossville to Delphi. He and Andrew McIntyre continued to run the coaches or light wagons three times a week till 1854. About that time the Indianapolis and Lafayette Railroad was completed to Lafayette and we were supplied with a daily mail, from Colfax Station to Frankfort, ten miles, by coaches over a swampy, 'bad,' mud road.

"In October, 1838, Amos Kendall, Postmaster General, passed through Indianapolis on a tour of inspection of the service, I suppose. A short time afterward he started an 'express' or 'fast mail,' from Washington or Baltimore west on the National Road to St. Louis or Jefferson City. In February, 1839, I saw one of

the mail boys riding his horse in a lope on that road between Richmond and Indianapolis. I think he changed horses every forty or fifty miles, and carried a small mail sack. The experiment was soon abandoned.

"The post office furniture in the Frankfort office from 1831 to 1841 consisted of a table, twenty-nine by thirty-six inches, with a drawer made underneath; an alphabet case of twenty-six for letters and the same number for newspapers placed one above the other on the back of the table. I could generally tell who had mail matter in the office, but many times went to the boxes to satisfy persons who thought differently. I was once twenty-four miles from home in a neighboring town, and a patron of the office made his way through a large gathering of people and asked me if there was a letter in the office for him."

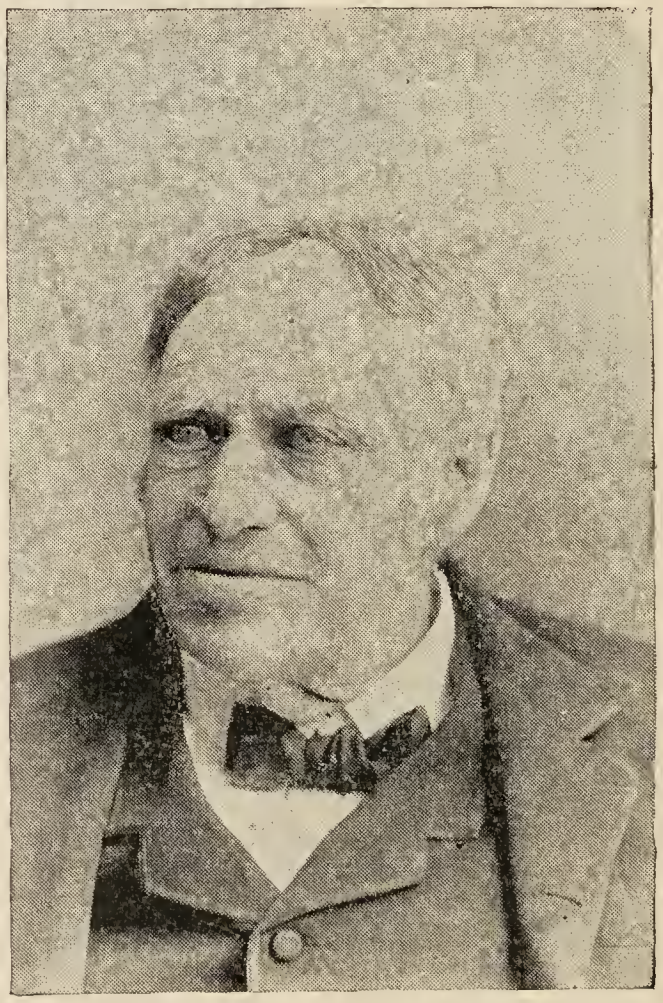


OLDTIMERS IN THE SERVICE.



OLDTIMERS, another theme for poets! Hearty, old, young fellows they, full of activity and good for many other years; full of years and pathos, some of them, trudging on, looking back now and then, loved by their fellows and their people. Thousands of others may stand faithfully to their friendship for the service for their growing love of it; theirs is the sober, solid, indispensable attachment of a lifetime!

The Nestor of the Portland post office is James Harris, or "Uncle Jimmy," as he is called. Mr. Harris entered the service July 6, 1846, as clerk in the letter division. At that time there were but six employees in the Portland office; now there are about sixty. The Eastern Railroad ran as far as Portland, and one route agent did all the work, which was frequently performed by Mr. Harris himself in the capacity of substitute. He has enjoyed the acquaintance and friendship of the many distinguished men whom Portland has produced. William Pitt Fessenden, Judge Clifford and Judge Fox were all personal friends of his. Mr. Harris is seventy-five years old. He enjoys excellent health, and, except for a slight attack of rheumatism now and then, which lays him up for a day or two, he is at his place in the office, rain or shine. He says he is still a boy, and always will be. Mr. Harris relates an amusing experience. Going to the office one morning, he took his "specs" from the drawer in which he was in the habit of keeping them, and put them on; he did his work as usual, and when he was ready to go



JAMES HARRIS, PORTLAND, ME.

home, took the spectacles off. In doing this his finger went through the hole where the glass is supposed to be. Both glasses were gone. He had worked all day that way. Two days previous to Mr. Harris' appointment ground was broken for the Grand Trunk Railroad. He was but a small boy at the time, but he remembers when General Lafayette came to Portland. All the school children turned out, and in the evening a magnificent ball was given in his honor.

Charles Brigham of the Boston office is probably the oldest postal clerk in the United States. He was born at Brownington, Vermont, in 1814. He was fourth of the nine children of Silas Brigham, and he is descended from Thomas Brigham, who, history states, "at the age of thirty-two years, embarked at London for New England, April 18, 1635, in the ship Susan and Ellyn, Edward Payne, master." When a boy, young Brigham learned the trade of tanner. He went to Boston in the year 1835. He was appointed clerk in the Boston post office in August, 1837, by Postmaster Nathaniel Greene. At that time the post office occupied a portion of the Old State House. The remainder of the building was taken up by offices of the city government. Fifteen men composed the entire clerical force, and twelve hours was an ordinary day's work; and if a foreign steamer arrived, all the clerks were frequently required to work twenty hours, or until the extra work was cleared away. For twenty-five years Mr. Brigham was foreman in the paper room of the mailing division, and he is still an active and valuable clerk in the distributing branch of the mailing division. During his fifty-three years of service has been absent from duty on account of illness only three weeks, less than half a day a year. He is a unique example of the reliable, well-preserved post office clerk. He has seen ten postmasters come and go.

John Lewis entered the service July 28, 1845. He was born at Charlestown in September, 1820. He began work under Postmaster Greene. At that time the post office was located in State Street. Mr. Lewis was distributing clerk in the post office until 1852, when he was appointed as head of the mailing division, and he was practically chief clerk of the entire office during the administration of several postmasters. Every postmaster under whom he served depended very much upon Mr. Lewis' knowledge of postal affairs. During 1874 Mr. Lewis was taken from the mailing division and put in charge of the inquiry or dead letter division of the office. In 1885 he was made superintendent of the Jamaica Plain branch, his residence being there. Mr. Lewis holds this position at the present time.

Benjamin H. Hersey was born in Charlestown, in November, 1825. He entered the Boston post office during the administration of Postmaster Greene in August, 1848. In 1854 Mr. Hersey was put in charge of the night force in the mailing division by Postmaster Bailey, and there he remained until December 1889, a period of thirty-three years, when he was relieved from night service and placed in a responsible position in the letter room of the mailing division, where he is actively at work at the present time. Mr. Hersey has been absent from his work on account of sickness during his whole term only three months. In 1848 there were forty-six men in the Boston office; and this small number even had a good deal of time for story telling. The exciting times were when an English steamer would arrive, or when sixty thousand or eighty thousand letters would be added to the regular mail from the various armies in the war. Mr. Hersey and John Lewis were school fellows at the old Bunker Hill school.


CHAS. BRIGHAM.
ALFRED SANBORN.
J.Q. ADAMS.
B.H. HERSEY.
PHILIP MARCHINGTON.
JOHN LEWIS.
BOSTON OLD TIMERS.
JOHN W. CROWELL.
HENRY S. ADAMS.
ALONZO F. JOHNSON.

Then there is Amherst A. Alden, interesting in more ways than one. Mr Alden was born at Duxbury in May, 1830. He was the third son of Captain Briggs Alden, and nephew of Dr. Samuel Alden, whom he succeeded as a member of the Massachusetts Society of the Cincinnati in 1886. Mr. Alden was educated at Partridge Academy in Duxbury. At the age of seventeen he went to Illinois, where he taught school. In 1850 Mr. Alden was appointed to a clerkship in the Boston post office, in the mailing division, where he remained for several years. He is at present in charge of the collection of box rents and stamped envelopes. Upon returning from Illinois Mr. Alden became the private secretary of Daniel Webster. He is a lineal descendant of the John Alden who came over in the Mayflower and wooed the fair Priscilla without meaning it — at first. He is a member of the Webster Historical Society, and of the Cincinnati, of whom his grandfather, Major Josiah Alden, was for many years president.

Henry S. Adams is another veteran in the Boston office. Mr. Adams was born at Derry, N. H., in August, 1832, and entered the post office at Newburyport in 1846, where he remained until 1853, then he entered the Boston office under Postmaster Gordon. E. C. Bailey succeeded Mr. Gordon as postmaster, and Mr. Adams was appointed his private secretary, which position he held until 1857, when Postmaster Capen appointed him assistant cashier. In 1862 he was appointed to the important position of cashier by Postmaster Palfrey. This position he still holds. During part of the year 1875, Mr. Adams served as assistant postmaster to Postmaster Burt, and he has been honored in different ways by the Post Office Department. He lately served on a commission appointed by the Postmaster General to formulate a system of accounts for the use of first class post offices in the United States.

Then there is John Quincy Adams, a brother of the cashier. He was born in Derry, N. H., in September, 1834. At the age of ten he moved to Newburyport and attended the schools of that city until he was fourteen. Then he became a clerk in a store. At twenty-one he was appointed a clerk in the newspaper department of the Boston post office. Under Postmaster Capen, Mr. Adams was appointed to the position of superintendent of the newspaper division, where he remained until 1882, when he was appointed to take charge of the second class matter branch of the office and deal directly with publishers. Owing to a change in the method of handling this branch of the service, Mr. Adams was at the beginning of 1892 appointed superintendent of the Somerville branch office. Mr. Adams is a descendant of Robert Adams, a cousin of Henry, who came to New England in 1630, and died in Braintree in 1646. This same Adams was the ancestor of President John Adams. In 1863 Mr. Adams was lieutenant in the Fourth Unattached Company of Massachusetts Volunteer Militia, which enlisted for ninety days, doing garrison duty. During 1866, '67 and '68 he was a member of the Chelsea Common Council, and in '69 and '70 was a member of the Board of Aldermen. From '74 to '86 he was a member of the Chelsea Board of Education.

John W. Crowell was born in Boston in July, 1835, and he was educated in the Boylston and Quincy schools. In 1850 he was apprenticed to the firm of Woodward & Grosjean to learn the silversmith's trade, but after two years at this business he took up the trade of sail making. In January, 1856, Mr. Crowell was appointed a letter carrier by Postmaster Bailey. At that time there were but ten carriers in the city and two deliveries were made daily. Mr. Crowell

continued as an active carrier until 1874, when he was made a distributor in the carrier's division, a position which he now holds. In '56 four deliveries a day were made, and one cent had to be collected on each piece of matter. This money was turned into the post office and there all the salaries were paid (the office being self supporting) until '62, when the regular salary was paid. When Mr. Crowell was a sorter, there were only six of these, and now there are seventy-five in the Boston office. He is only fifty-seven and seems good for twenty years more of service at least.

Another old-timer is Alonzo F. Johnson. Mr. Johnson was born in Boston in June, 1833. He was educated in the public schools of Cambridge, and entered the Boston post office as a clerk in 1856, under Postmaster Bailey. Mr. Johnson has been superintendent of the general delivery of the post office since the year 1876, a position which he now holds.

Philip Marchington is one of the oldest letter carriers, in point of service, in the whole country. He was born at Halifax, N. S., in June, 1838, and was appointed a letter carrier at the Boston office in October, 1856; and he is working on route No. 10, just as when he was originally appointed. In common with all the carriers he received at first ten dollars a week, and in addition to that a proportionate amount of the fund which accrued each month from the proceeds of stamps sold at places on the different routes. This made the salaries of the carriers average about fifteen dollars a week. Mr. Marchington is a welcome visitor everywhere, and with his fine physique and brisk gait would never be taken for one who had seen thirty-five years of continuous service.

Alfred Sanborn was born in Boston in 1840, and entered the Boston office January 1, 1857. In '67 the first postal cars were put on between Boston and New York, and Mr. Sanborn was assigned to the Boston and Springfield run; but he returned to the Boston office after a month of this service. Mr. Sanborn has worked in the mailing division for thirty-five years, twenty-five of which have been at night service. In 1881 he was appointed foreman of the mailing division; but in 1887 he was transferred to day duty in the paper room.

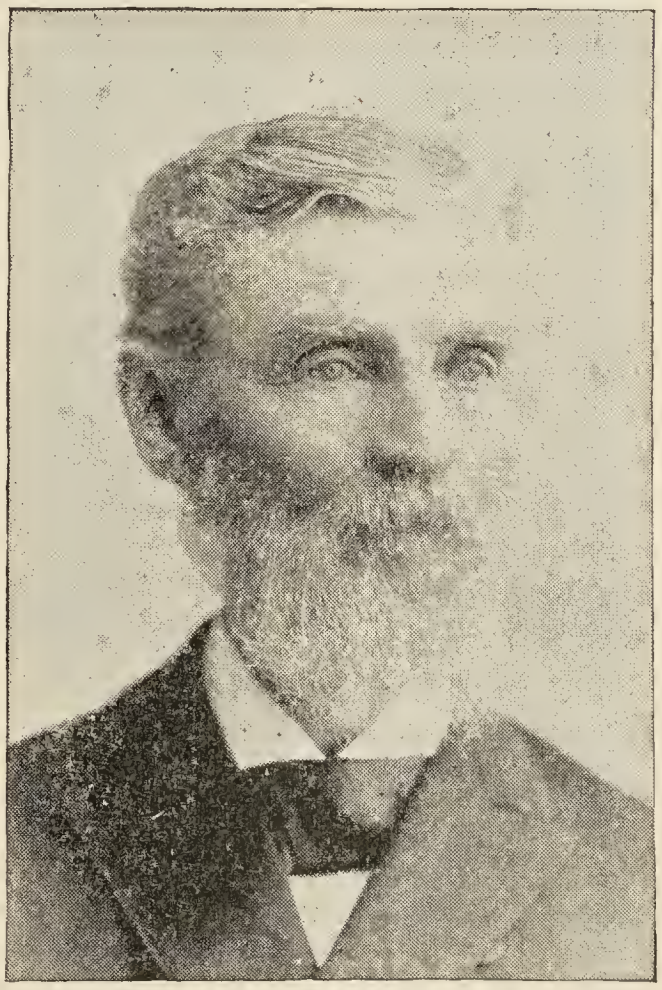
Francis Underwood dates back to 1858. He was born in South Boston, May 18, 1838. He was educated in the public schools, and appointed a clerk in the Boston office in May, 1858, serving as a substitute a year and a half before he was appointed a regular clerk. Mr. Underwood is at present in charge of the collection of unpaid postage, where he performs valuable service. During his connection with the Boston office he has been absent on account of illness not more than a single week.

Eugene A. Reed is another veteran. He was born in Hubbardstown, Mass., December 23, 1841. He was appointed clerk in the Boston office February 1, 1861, under Postmaster Nahum Capen, and served under Postmaster Palfrey and all the others. During the administration of Postmaster Palfrey, Mr. Reed was appointed foreman in the mailing division, and at the time of the original appointment of a superintendent of mails he was made assistant superintendent, a position which he still holds.

A familiar figure in the Boston office is Woodbury Emery, the wholesale stamp clerk. He was born at Plymouth, N. H., in 1824, and went to the public schools there. He was originally appointed a clerk in the Dead Letter Office at Washington in 1853, but in 1865 he was transferred to the office in Boston. For several years he worked in the general delivery division, and when the post office was

located in the old Merchants' Exchange Building on State St., Mr. Emery sorted newspapers for the carriers and retailed stamps. Now he sells them at wholesale.

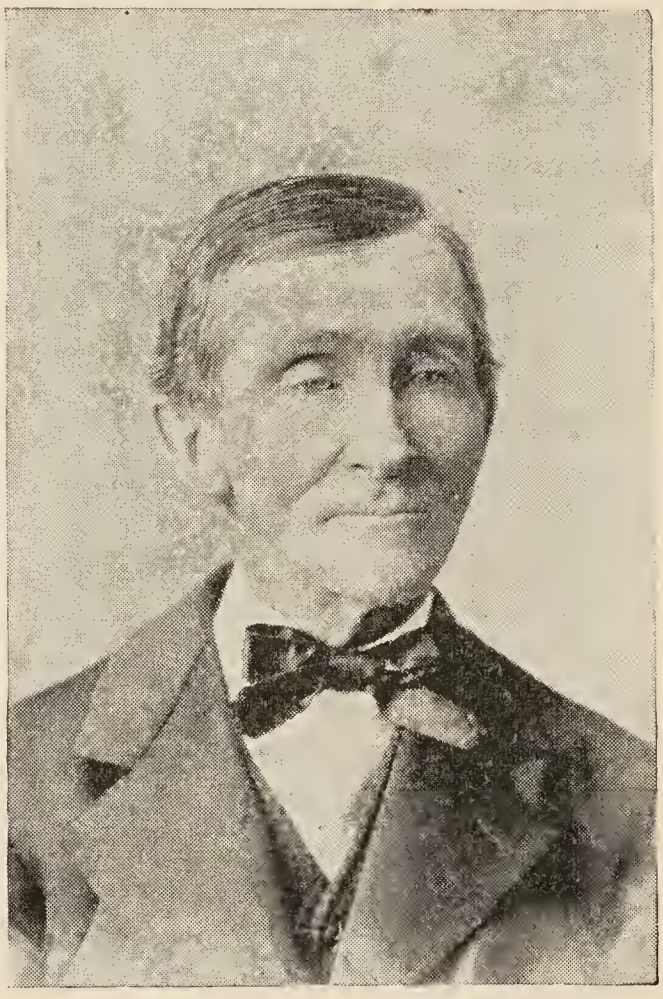
One of the dearest old men in the service is Moses Church, the senior letter carrier of Worcester, Mass. He comes from an old and honorable New England family. His grandfather Church was settled as pastor over a Congregational society in Hartford during the latter part of the last century, and there lived and died, in the same house where Mr. Church's parents afterwards lived, and where the present Mr. Church was born. In 1857, being then in the employ of the American Printing Telegraph Company, Mr. Church was sent by them to their office in Worcester, and after six years' employment there, was appointed, in 1863, when the law for free delivery service began, one of the three letter carriers for that city. In 1877, when the bill classifying cities and towns and fixing the salaries of carriers according to population was proposed, the carriers of Worcester and other cities of the second class were strongly opposed to the bill and Mr. Church was unanimously sent to a convention in Washington and empowered to stay at the capital for several months to work against the bill. His efforts have made his name familiar to letter carriers throughout the country. Since that time Mr. Church has frequently been the representative of the Worcester force at the conventions of letter carriers, and since the organization of the National Association three years ago, he has been the vice-president for Massachusetts. Mr. Church has been, for many years, a deacon in the Salem Street Congregational Church. In private life he is wholly without reproach, a man of pure and Christian character, and in his domestic relations most devoted and affectionate. He says:



MOSES CHURCH, WORCESTER, MASS.

"My employment as letter carrier is always very pleasant to me. Anything that is of interest to the office, to the carriers, or my route, has my earnest sympathy. Little can I tell how my life has been interwoven with those to whom I have carried mail. Their joys and sorrows have taken a deep hold upon my life. The bonds of sympathy have grown strong as the years have gone by, and even now, old men working on the streets stop me and tell how I used to carry their letters long years ago. I shared with those on my route their joys and sorrows; our tears have flowed together. I was made a confidential friend in their hopes and plans. The wedding that was to be, or the loss of the loved and gone, were all told to me; and is it any wonder that the tie of sympathy should bind very close to my heart people that for so many years have made me so much a confidant and linked so much of their lives with mine? My post I hope to hold, it may be for years to come, until some day, whether in the near or far future, no one can tell, God, who loves both you and me, will call and I shall take my long vacation."

Russell F. Benson, the veteran letter carrier of Troy, was born in Heath, Franklin County, Mass., in 1821, and was appointed in October, 1864. His is one of the most familiar figures on the streets of Troy. Daily he goes his rounds at a speed which would tax the energies of some of his more youthful fellows; and Mr. Benson enjoys his work, for when his annual vacation comes around he is always loth to relinquish his duties. Lately he celebrated his seventy-first birthday, but he lost no time on that account. Mr. Benson has a hobby besides the pride he feels in maintaining his position at the post office. It is the old pump at the corner of Ferry and Third Streets in Troy. From old, old times he has quaffed the water from its spout, and to him no liquid is so pure. Everybody knows Mr. Benson and he knows almost everybody. He is always ready with cheery answers and is regarded as one of the most efficient and well-posted letter-carriers on the Troy force.



RUSSELL F. BENSON, TROY, N.Y.

Charles A. Tyler, the veteran letter carrier of New York City, is probably the oldest in the whole service. Mr. Tyler is as fine an old gentleman as one could meet in a day's journey. He says:

"I was a boy of fourteen when I first began to deliver mail. The post office was then located in the old rotunda in City Hall Park, at the corner of Centre Street. My father was a clerk in the post office at the time, and one day in 1837, when I went down to the office to see him, John H. Hallett, for nearly fifty years chief clerk of the carriers' department, asked me if I would take some important letters to Lawyer Clarkson Crolius, who was in later years alderman of the Sixth Ward. Mr. Crolius had an office in Manhattan court. I delivered the letters safely. Eight years afterwards my father resigned his clerkship and accepted a position as letter carrier. There were but twenty-three mail carriers then, and each of them was allowed to have an assistant, but these helpers were not permitted to enter the post office, and were required to give a pledge that they would perform their duty faithfully and promptly, meet the carriers at stated places and receive the mail for delivery each day. I was employed as one of the assistants in 1845, during the administration of President Polk, and continued until 1849. Then the California gold fever infected the employees. I took the opportunity to obtain a clerkship and served until 1850. At the solicitation of Edwin Crosswell of Albany, I was appointed a carrier in the district that my father served in. The route was a very large one, bounded by old Chatham Street, the Bowery, Grand Street and Broadway, and it included the City Hall Park. More than a score of carriers are now employed in the same district.

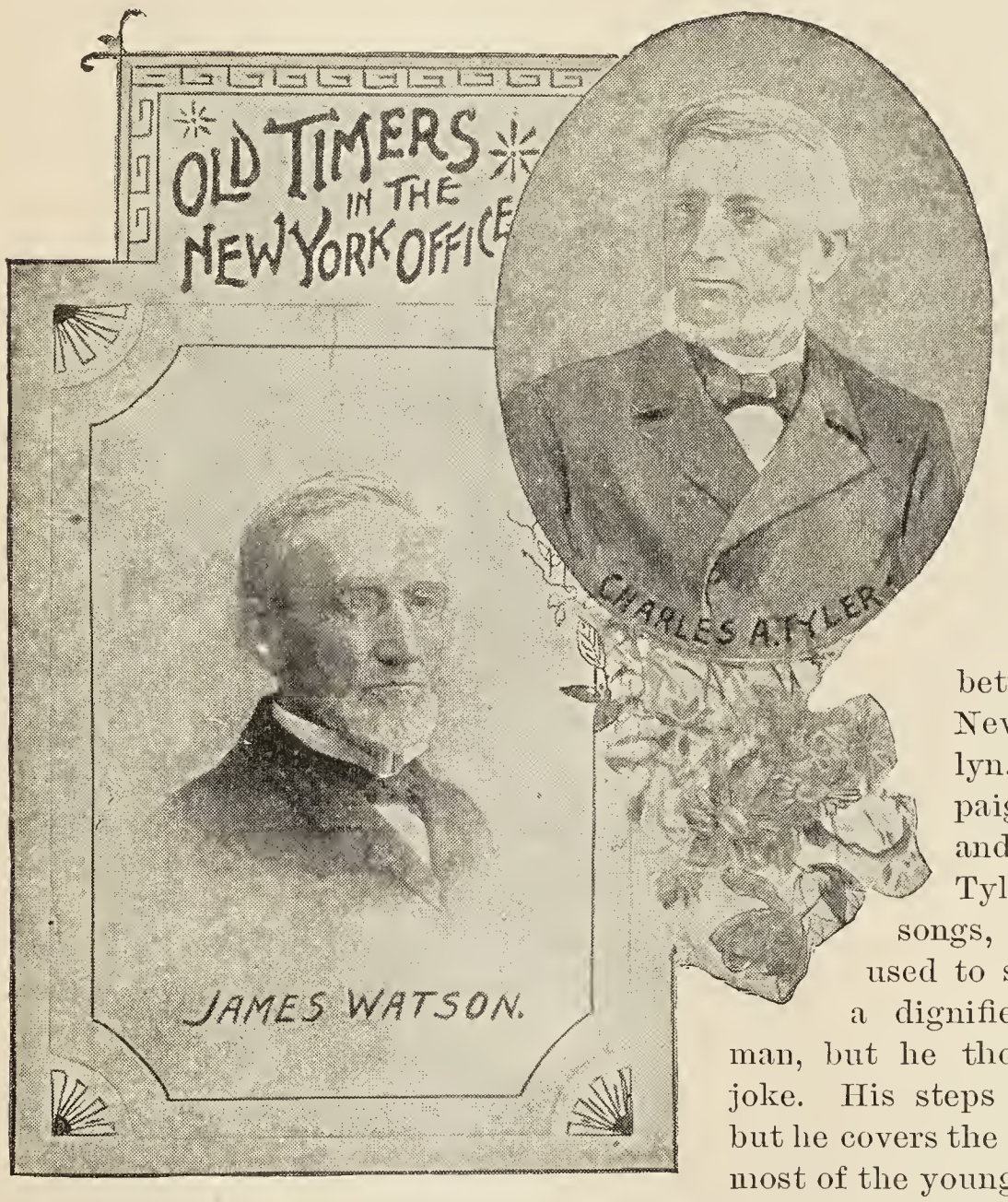
"I was next sent to the Fourteenth Ward, with two associates. About that time the city was divided into postal districts, with a certain number of carriers for each district. I was appointed to take charge of District No. 4, the largest in the city.

"In 1854 or 1855, it was suggested by ex-Judge Nelson T. Waterbury to Isaac V. Fowler, who was then postmaster, that a registry department be established

to supply the demands of the merchants. Mr. Fowler liked the suggestion. Four men, Enoch G. Hebberd, Jeremiah Clark, Arthur Fitzpatrick and myself were selected to attend to the business of the new department.

"In January, 1860, I was assigned, by Gen. John A. Dix, who had been appointed by President Buchanan to succeed Postmaster Fowler, resigned, on a route in the Fifth Ward. This was a happy change for me. This was during the war. The draft riots occurred at that time, and I shouldered a musket to aid in the defence of the office against the mob. Seven incendiary fires started by the mob could be seen from the roof of the post office building. Two of our number were killed, and two wounded. Pistol balls, stones and slung-shots flew past our heads, but I escaped with only a slight wound in the wrist.

"In 1880 General Hancock made application to the Postmaster General for a carrier to be assigned to deliver the mail on Governor's Island. I accepted the place and began my duties on April 1, 1880, much to my relief, for I had been for years serving the heaviest route in the city. During the presidential campaign of 1880 the mail to the island was very heavy. In addition to great bundles of letters General Hancock received large quantities of newspapers."



Mr. Tyler has always been very much interested in Sunday schools, and some day he wants to visit Philadelphia to see if the Quakers have better schools than New York and Brooklyn. In the 1840 campaign of hard cider and log cabins Mr. Tyler used to write songs, and the singers used to sing them. He is a dignified and handsome man, but he thoroughly enjoys a joke. His steps are not long now, but he covers the ground faster than most of the youngsters.

The next oldest man in point of service on the New York force is James Watson, who "carries" out of the main office in a thick business district. He was appointed early in the Polk administration. Mr. Watson has been in harness forty-three years, and no complaint has ever been set down against him. He is a man of talent and has written a number of carriers' addresses for New Year's, besides delivering lectures on various topics connected with the service. As a versifier he has considerable talent. All of Mr. Watson's papers are well worth reading. In one of them, entitled, "Old Time Post Offices," he says:

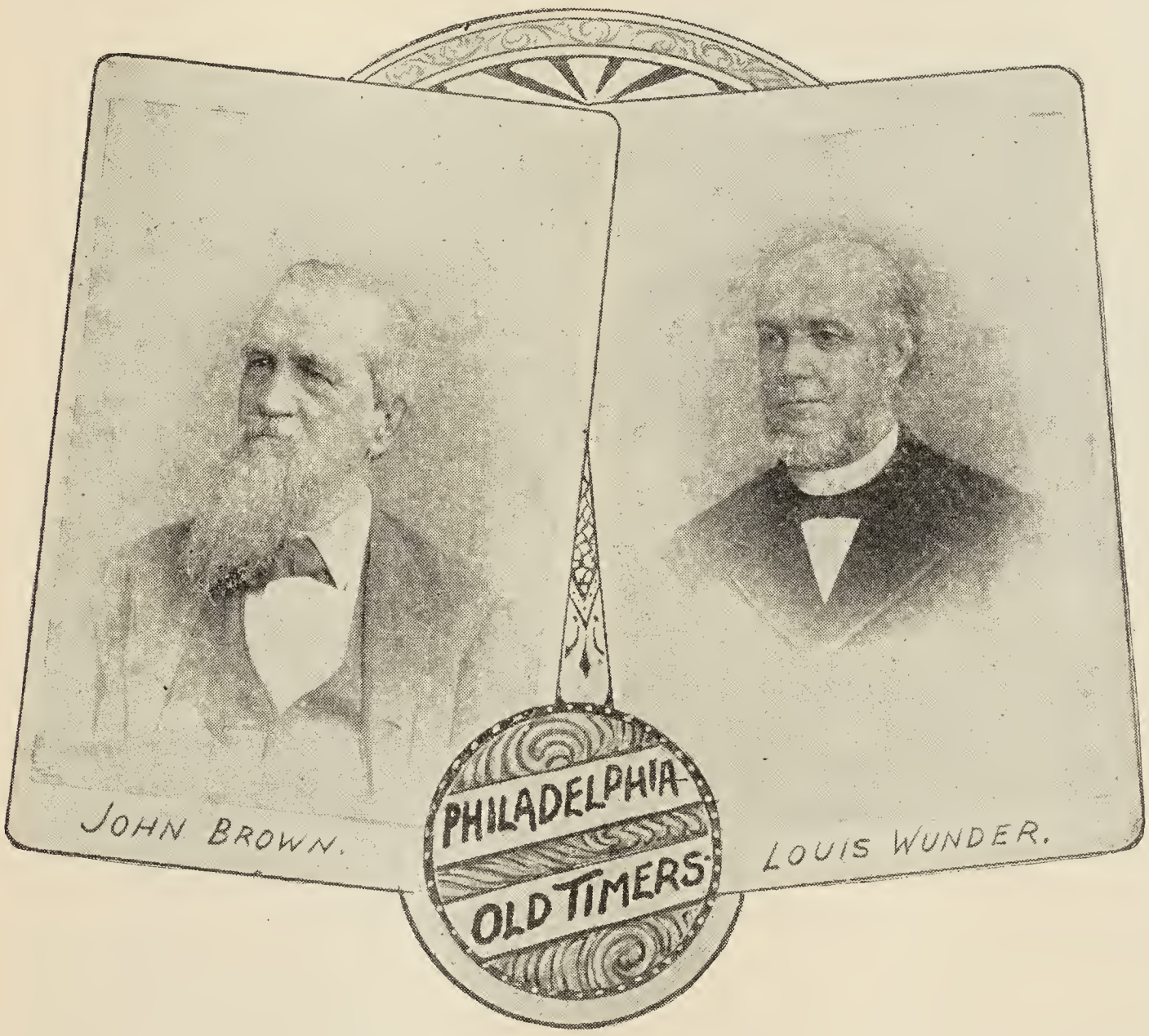
"From the time when human knowledge first began to develop itself in written characters, down to the present, man has held some kind of postal communication with man, and nation with nation. In the first book of Kings we read how Queen Jezebel 'wrote letters in Ahab's name, sealed them with his seal, and sent them to the elders and nobles in the city.' Also, in the book of Esther, 'And the letters were sent by posts into all the king's provinces.' The means of conveyance, according to the sacred writer, were by horses, mules, camels and young dromedaries. Xenophon tells how King Cyrus had post stations established throughout his kingdom, where men and horses were always kept in readiness to carry the mails he sent home. Herodotus also mentions how large structures were erected for post stations, a day's journey apart from each other, with every convenience for the transmission of letters. The mail service of China dates far back into antiquity. It is asserted that five hundred years ago they had over ten thousand mail stations throughout the empire. The Japanese had similar postal arrangement to that of the Chinese.

"In Prescott's 'Conquest of Peru' he mentions how the Incas had postal communication established from one end of their country to the other by means of swift runners. Ever since man began to reason he has sought by artificial methods to supplement his natural means of locomotion. He tamed the horse, the camel, the elephant; he invented wheeled vehicles, oared galleys, sailing vessels, steamships, locomotives, etc., and every age has seen some improvement in the carrying of written communications between the individuals. Although we find sculptured on the walls of Assyria and Egypt representations of wheeled chariots, and also in paintings in the chambers of Herculaneum, yet the first mention of a post-chaise for carrying the mail is in the reign of Queen Elizabeth of England. It is about six hundred years ago that the first regular mail service was established in Europe. In the reign of Edward the Fourth of England, post offices were established for government purposes only, and in the reign of James the First they were opened for the use of the general public. They soon became self sustaining, and, to use the language of Macaulay, it was 'a splendid triumph of civilization.'"

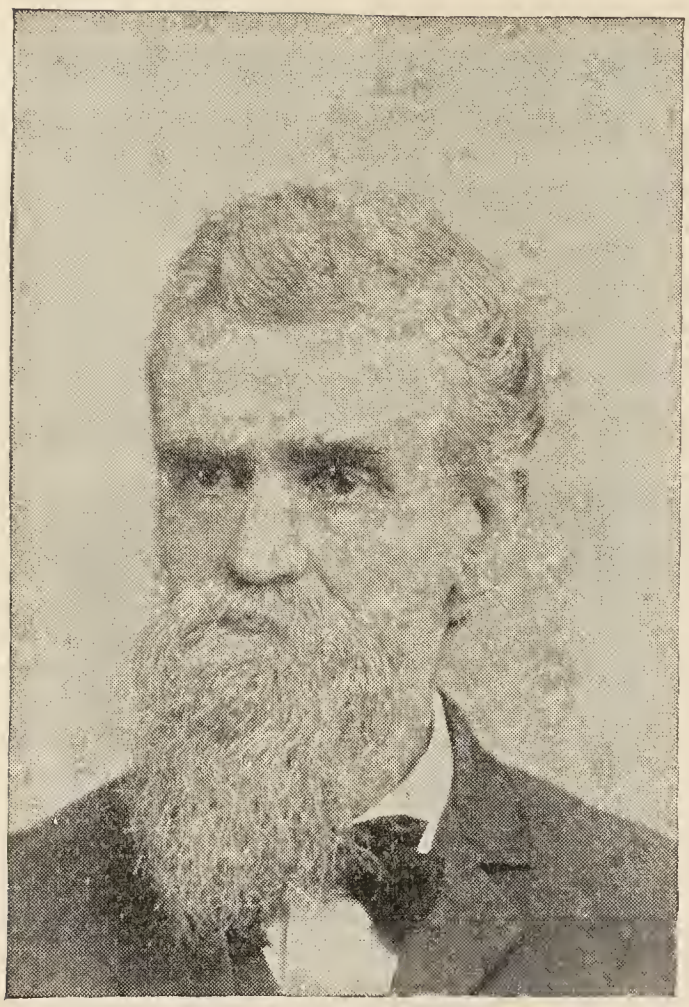
John Brown is the oldest old timer in the Philadelphia office. He began work January 1, 1845. In those times the service was by closed pouches between terminal offices and way-stations, so that mail between way-stations, even if they were only a few miles distant, had to go to a terminal office, not to be brought back until the next train, and perhaps not until the next day. In 1845 there were about twenty clerks and the same number of carriers in the Philadelphia office. When W. J. P. White, who was afterwards postmaster, was appointed to a clerkship, he was the thirteenth employee. It was no part of the duty of the penny post to take letters to the office. Mr. Brown remembers that the postmaster once refused to receive a letter with a stamp on it, saying that he got no money for it and knew nothing about it any way. If patrons went to the post office themselves they paid the charges when their mail was handed to them; if the carriers took the mail out, they carried the little way-bills for collection. In addition the carrier collected two cents for each letter taken out and one half cent for each newspaper, and this was all the pay the carrier received. Mr. Brown remembers that one carrier made $2,500 a year. Stamping in the Philadelphia was done by the clerk last appointed, and he was expected to rate, mark and stamp all letters deposited in the post office. He had to know geography, local distances and all that. In addition to this he was expected to make a reasonable guess how many pieces of paper each letter contained. If a letter was sent in an envelope it was judged as a separate or extra piece of paper, no matter how small the piece of paper inside might be. If three bank notes were sent it would be subject to four rates. Thus, if one sent a letter to some point three hundred miles distant, it would be subject to one dollar postage. All this the junior clerk was expected to know, and he had

to mark the amount of postage on each letter with his pen. More ship letters were sent to Boston than to any other port. The postage for these was 18¾ cents. The two cents additional, "for ship," made 20¾. The postage on newspapers for a certain distance was only one half cent, and at the general delivery window for newspapers a keg of half cent coins was kept so that change might easily be made.

A noted old timer in the Philadelphia office is Lewis Wunder. He was appointed a stamp clerk in 1849 by Postmaster White, who was appointed on the recommendation of Daniel Webster. Mr. White had been chief clerk under the



previous administration and he became an efficient postmaster. Under that administration it seems that definite awards of allowances were not made for post offices, for the postmaster was allowed to spend the money necessary to pay the running expenses of his office, and any surplus of receipts beyond this sum he had the authority to distribute among his clerks, and Mr. Wunder recalls receiving, for one quarter, seventy dollars as his share. Then came Postmaster John Miller, then Postmaster Gideon G. Westcott, whose chief clerk was William V. McKean, lately managing editor of the *Public Ledger*. Mr. Wunder was appointed chief clerk by General Harry Bingham when he was postmaster, but under Postmaster Hartranft the office of assistant postmaster was created and



OWEN EVANS, PITTSBURG, PA.

that of chief clerk abolished. Then came George Fairman, General Bingham's private secretary, and then Col. A. Louden Snowden, Minister to Spain.

Owen Evans is the veteran of the Pittsburg office. He was appointed a carrier under the penny post system in April, 1861, along with two others, David Jenkins and John Flinn, the father of State Senator Flinn. Mr. Evans has been in continuous service ever since. He is now a paper distributor.

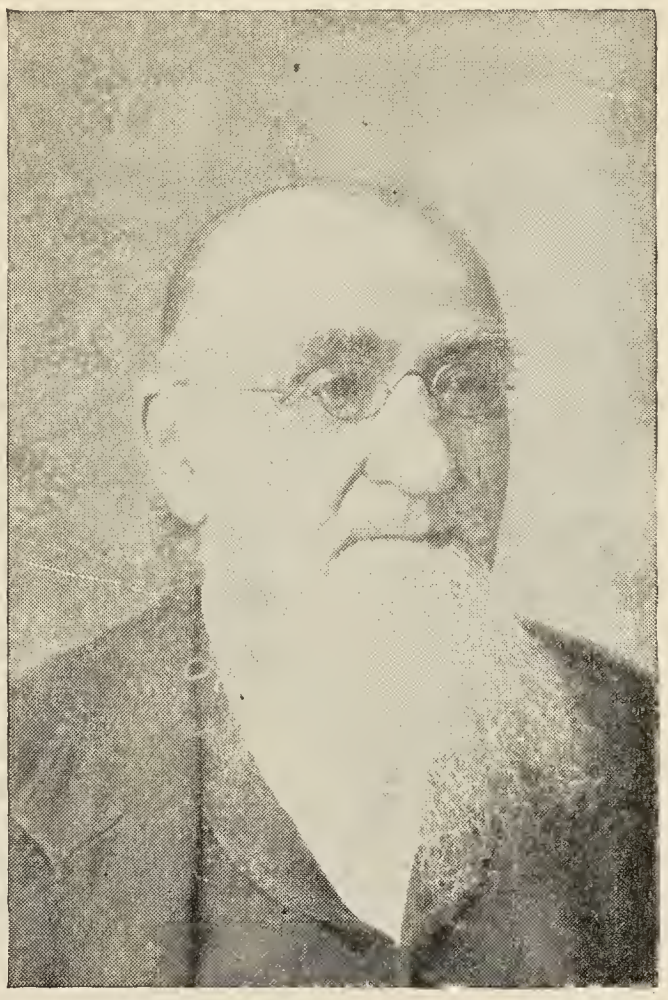
The veteran of the Cleveland office is Miles A. Beebe. He was born in 1843, in Columbia, Ohio, and went to Cleveland in 1858 to learn the printer's trade. He was a printer until 1865, when Edwin Cowles, postmaster at Cleveland, appointed him a letter carrier. Mr. Beebe was a ninety-day soldier, but, becoming sick, he was discharged. He worked at his trade again, but out-door exercise was necessary. Cleveland had thirteen carriers in 1865, and some used hand satchels and some small baskets. Mr. Beebe was a delegate to the convention of letter carriers that met in 1880 at Cincinnati to form a mutual benefit association; and though this project fell through, he has always been interested in the welfare of his fellows.



MILES A. BEEBE, CLEVELAND, O.

Louisville has one of the stoutest veterans of them all. Every afternoon at four a visitor may see a hale old man with a kindly face leave the rear door of the post office in that town, a cane in one hand and a lunch basket in the other. It is John B. Strasburg. He was born in Hanover, Germany, in 1818, and was brought to this country while he was yet a child. His education was received at the village school at Lawrenceburg, Ind. Thence he went to Baltimore, where he worked at the trade of box making. There he was married; and he went to Louisville in 1842 with his family. On March 16, 1843, he obtained a position in the post office. His duty then, as now, was to distribute the mail. The postmaster was Hon. H. L. Mosby, and the

President was John Tyler, "of the firm of Tippecanoe and Tyler, too," to quote Mr. Strasburg. There was no railroad postal service in those days. All mail was carried on horseback, or by stage-coach or steamboat. It was brought from St. Louis, Nashville and Lexington by stage. The Indianapolis mail came by stage, as far as Madison, whence it was taken along by steamboat. The Eastern mail was nine days arriving from New York, being brought from Cincinnati by boat. Mr. Strasburg says that he remembers that there was once a package weighing forty ounces in the office and the owner paid the postage with eighty silver half dollars. This famous Louisville veteran has not had more than two months' rest since he began, and has lost very little time by sickness. He hopes to round out a half century of service, and more, too.



J. B. STRASBURG, LOUISVILLE, KY.

The Nashville post office has two veterans, and they are worthy of a place in the most notable category. They are "Old Man Carr," and "Uncle Jerry Buckley." Jerry Buckley was born May 3, 1821. W. N. Carr's birthday was February 9, 1821. "They were appointed in 1862," Major Wills once wrote, "and have served continuously since. They are always on duty, from early morning until late at night, watching constantly for their patrons' letters. The weather report has no effect upon them. Snow and rain are like the sunshine. How many thousand people in Nashville can bear testimony to the faithful performance of duty by these old veterans! They have travelled almost every route, and possibly no two men in Nashville are better and more generally known than 'Uncle Jerry Buckley' and 'Old Man Carr.' They still 'hold their own,' and give way to no one on the force. It is a pleasure to say that these faithful veterans are held in kindly esteem by all the good people of Nashville."

Mr. Buckley delivered the first ordinary letter and also the first registered letter ever received at the Nashville office. The former went to Mr. Peter Harris, and the latter to the present postmaster at Nashville, who was then a lieutenant-colonel of the United States volunteers on duty at that place. Uncle Jerry distinguished himself in January, 1882, by delivering his mail in a boat when the Cumberland River flooded his route. He is much admired by the carriers as well as the people of Nashville, and makes a patriotic speech when called upon.

Lester McMurphy has been employed in the Springfield, Ill., office since September, 1856. It was monotonous till '61, but then the call to arms brought to that quiet city of 9,000 people many thousands of soldiers. Camp Butler, near by, was for postal purposes a city of 100,000 population, as every inhabitant was

a letter writer almost daily. There were only five clerks in the Springfield office, and they were accustomed to go on duty at half past four in the morning and never stop until eleven at night. But towards the close of the excitement two clerks were added. Since 1872 Mr. McMurphy has been assistant postmaster at Springfield.

Joshua R. Rines is the veteran letter carrier of the Pacific Slope. He was born at Mailand, Nova Scotia. His ancestors were among the early settlers of Massachusetts. In the year 1834, "Jack," as they call him, first saw the light of day.



In 1856 he went to California by way of Cape Horn, settling in Marysville. July 4, 1861, his left arm was shot off. He was firing a salute in honor of the capture of Fort Donelson. The following year "Jack" emigrated to San Francisco, and he has been away from there only for three days. On the 15th of November, 1869, Mr. Rines was appointed an employee of Uncle Sam. He is the only one left of the original seventeen carriers first appointed by General Coey. Seven of that number had but one arm apiece. During all these years "Jack" has been the only one who seemed to hold his own.

Said Mr. Rines a while ago: "You see it was not everybody that cared to hire a man to deliver him his mail when the post office was so convenient, but three

made a fine living by going around among the merchants and business men and delivering their letters to them at five cents apiece. Many's the solid dollar I got for bringing a man the letter he had long been waiting for; aye, and many's the five dollar gold piece, too. Those that had money in those days spent it freely; and there was one gambler down on Third Street who never gave me less than $5 when I brought him a letter. Of course, you must remember that San Francisco was away out of the world then, and letters from home, like angel's visits, came scarce and high."



JERRY BUCKLEY, HIS DAUGHTER, HIS SON-IN-LAW (HENRY A. TANKSLEY, A NASHVILLE LETTER CARRIER) AND HIS GRANDCHILD.

Mr. Rines had no special bag or satchel; but he got himself a pair of common gunny sacks, which he loaded up with the letters. One of these he left once at a saloon on Market Street while he started off to deliver the contents of the other. Then he came back, left the empty sack with the obliging bartender, and started off with the fresh one. The sacks were never rifled. Letters were too popular and shooting too free just then. They had queer times of it indeed. Every man had to report every second night for sorting duty or forfeit $1 of his pay for a substitute. The eight carriers would gather together in the post office, and when the mails came in, they used to empty the sacks on the floor and squat down around the pile of letters and pick them out. As each address was read the man who held the letter would flick it across the pile to whomever it belonged, with one of these remarks:

"This is for you, John."

"Put this in Billy's pile."

"Here's another for that red-headed girl on Mission Street, Jack. Who can be writing to her all the time from Kentucky?"

Mr. Rines began to agitate the formation of a letter-carriers' mutual aid associa-

tion as early as 1881. In 1887 he broached the plan of a mutual aid association, and from this beginning sprung the organization now so successful in San Francisco. He was the first treasurer of it, and was four times reëlected.

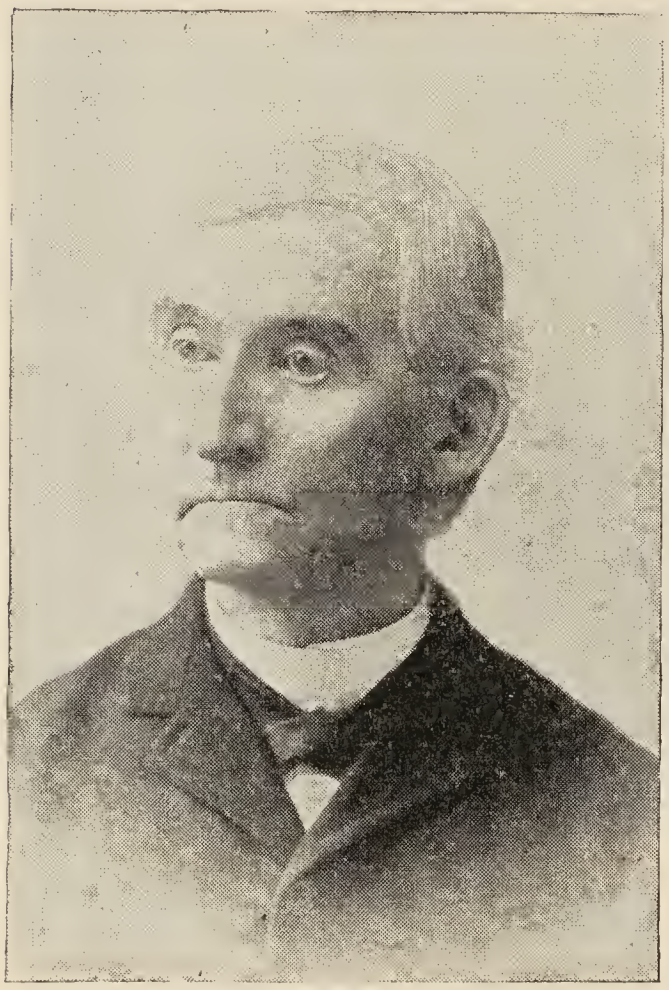
Tim Mahoney — he likes to be called plain Tim — is a watchman now in the San Francisco custom house, but he was the first postman in San Francisco. He began to deliver letters as early as 1859. Soon it became known that Tim was a letter-carrier; and he did a rushing business. The least he ever received for a letter was twenty-five cents, and the average pay was $1. Finally his customers increased to such an extent that he had to become select. The "two bit" trade was ignored, and he "catered" entirely to dollar patrons. Tim recalls a touching story. One of his many dead letters was addressed:

To Jack Hayes.
Please give him this letter. It's from his poor old mother.
He is somewhere in California."

This curious address touched the heart of Tim Mahoney and he vowed to find Jack Hayes and give him the letter without asking for a fee. In a filthy den called a lodging-house, located in an alley off Bush Street below Kearny, he found the man. It happened that Jack was lying on a straw pallet, coughing his life away. He answered Tim's queries in husky whispers.

"Must be a mistake. I don't expect any letters. I ran away from home ten years ago and cut the old folks."

There was a letter just the same, and Tim opened it and read it to the dying prodigal. It was from a sorrowing, forgiving mother. The prodigal wept at every sentence, and Tim could not help but keep him company. He wept so much that he entirely forgot to collect his fee and actually dropped a couple of dollars in the room.



LESTER McMURPHY,
Springfield, Ill.

The veterans in the service are not wanting among the old pony riders and contractors. They are to be found everywhere. Now and then one figures up the number of miles he travels in a year, or in a decade, or in a quarter of a century. A. J. Williams is mail rider between Somerville and Hartselle, in Morgan County, Alabama. He has been carrying mail bags for the last fourteen years. For five years the route went by Priceville, and the distance going and returning was twenty-eight miles; and the aggregate distance traveled was 43,820 miles. The remaining nine years the round trip had been eighteen miles, making a total for the entire distance traveled during the fourteen years of 92,726. Most of the time the trips have been made on horseback, and always they are on the schedule time. Mr. Williams is about sixty-five years old; is a sober man, though

not a prohibitionist. He is a good citizen, a sound Democrat, and courteous and obliging.

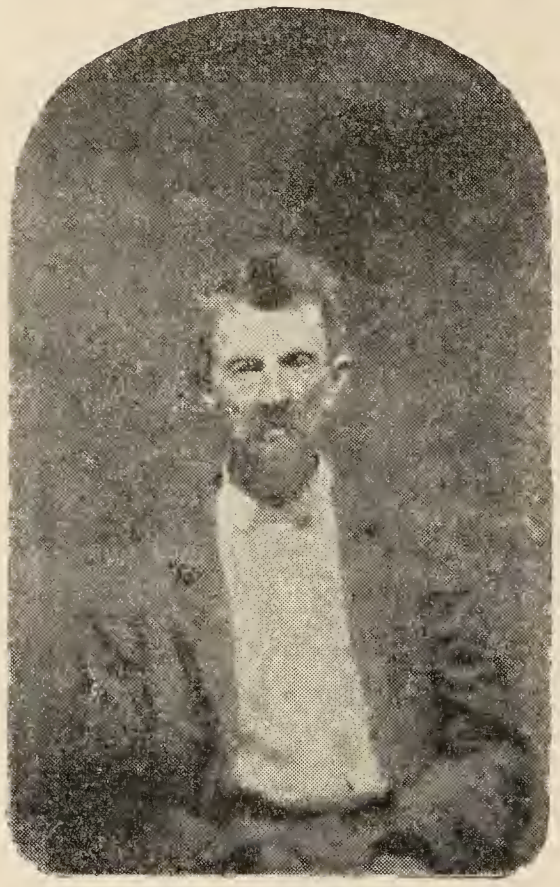
Alfred Richards began to carry the mail July 1, 1841, from New Bedford, Mass., to Bristol, R. I. He was born in 1817, at Sharon, Mass. He was a farmer's boy, and when he was sixteen drove a bread wagon for Edwin Wentworth of Canton. His brothers, who went in the boot-making business, wanted him to learn that trade. He did it in six months. Then it was called a day's work to put the bottoms on three pairs of boots. Mr. Richards made boots in Stoughton and North Bridgewater. The latter was then a town of sixty houses; now it is Brockton, with 35,000



people. At twenty Mr. Richards began taking care of stage horses at Middleboro. After a while he went to New Bedford, in this same staging business. The stages between Canton and New Bedford were taken off when the railroad was finished in 1840. Mr. Richards had no money with which to buy horses and carriages to carry out his first contract, that of July 1, 1841. But Elias Sampson, the agent of the stage line for which he had worked, supplied him with horses and harnesses, and he hired a carriage. When Mr. Richards' business increased, he bought a Concord coach. The hardest driving he ever saw was in the great gale of the 8th of September, 1869. His four-horse team became almost unmanageable amid the shrieking of the winds and the falling tree limbs. Mr. Richards is warmly respected by all who know him, and he is proud, and with good reason, of his faithful record.

The character of all characters among the old mail contractors was undoubtedly Major Anderson Arnot, as he was most commonly called, or Andrew Jackson

Arnot, as he sometimes called himself. Major Arnot laid claim to one hundred and one years, and to over seventy years of actual life in the mail service. He was, until his lonely death three months ago, one of the most familiar figures in Washington City. He wore an ancient stove-pipe hat, a ruffled shirt front, an antique double-breasted, cut-away coat with brass buttons, a waistcoat of some light, figured material, heavy black shoes with immense nickel buckles, and an enormous fob chain. Frequently he carried a luncheon basket. Major Arnot had a unique card, which he often handed to his friends.



A. J. WILLIAMS,
Somerville, Ala.

The Major told his own story best. He said once:

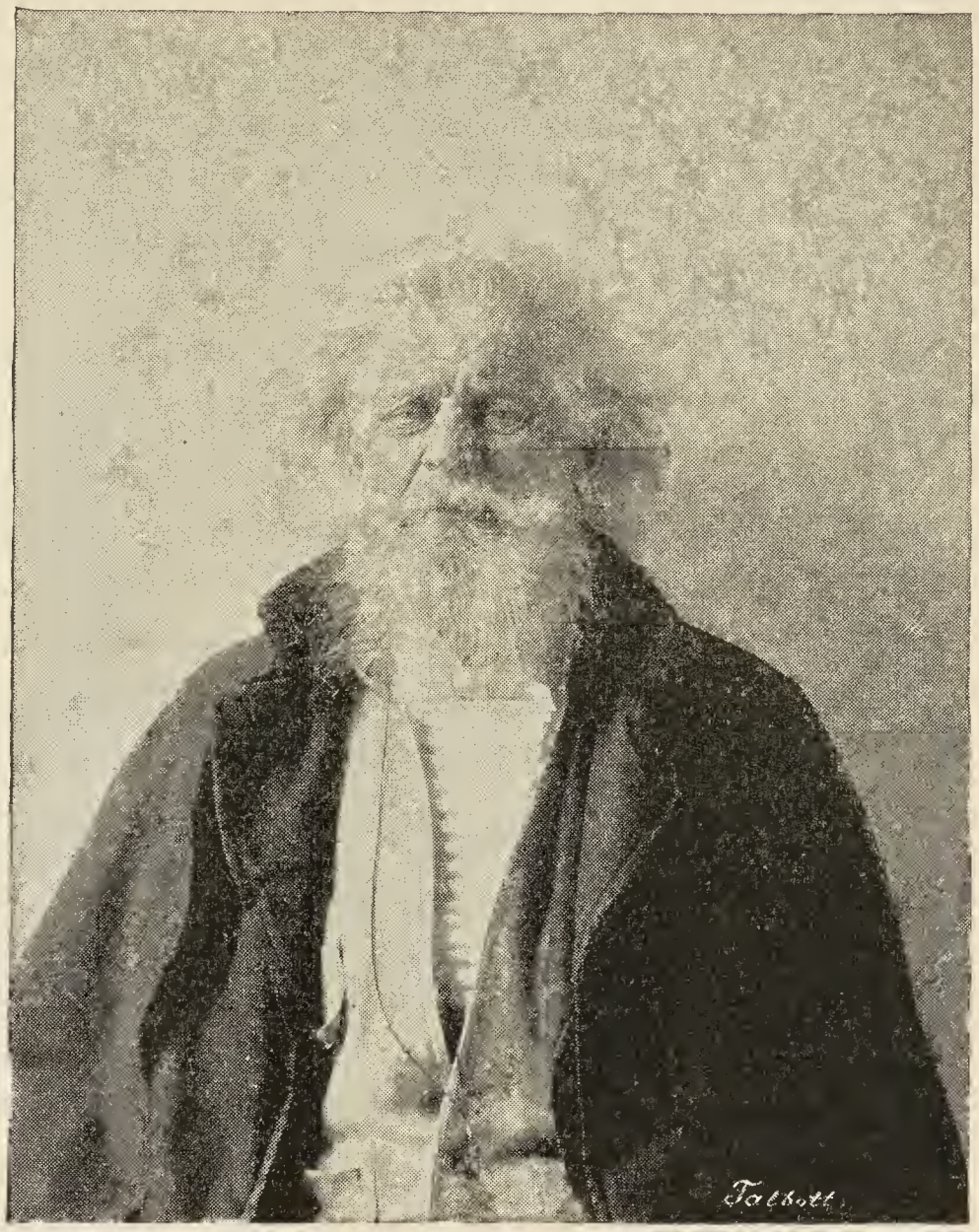
"I was born in what is now West Virginia, on the first day of September, 1792, in a block house, and am one fourth Delaware. When thirteen years of age I ran away from home and went to Ohio, where I lived with the Indians, and from there went with two buck Indians into the War of 1812. We went on our own hook as postilions, and were paid for carrying messages from one army to another. I saw the Capitol at Washington burned in 1814, and carried the news to the army at Blagdensburg. After the war I drove a stage between Washington and Baltimore. I was connected with the postal service for seventy years as carrier, sub-contractor, or contractor, and there is not an employee in the Post Office Department to-day who will not tell you he found me a contractor when he came in.

"I voted for Monroe in 1816 and saw him inaugurated in 1817, and I have seen every inauguration since, with the exception of one or two. I was here when Jackson rode from Tennessee on horseback, and saw his horse standing at the old hitching post by Riggs' bank. Amos Kendall was his Postmaster General, and I remember him very well. He was a brilliant man, of medium stature, not over thirty-five or forty years of age. I did my heaviest contracting at the beginning of his term, and one year received one eighth of the entire land service paid by the Government. It was at least half a



ALFRED RICHARDS,
New Bedford, Mass.

million, as the Government spent about four millions per annum for transportation. In 1837 Kendall fined me fifty dollars on account of the mails being thirteen hours late at Jefferson City, Missouri. The money to pay the legislature of Missouri was in the mail, having been sent from St. Louis, and my driver was shot from his box by bandits; but the team ran away and the authorities sent out after the money. St. Louis was my headquarters, and all the routes west of the Alleghenies were under my control, although a great many were not in my name. At one time I had contracts in every state and territory in the Union, and employed about one hundred and fifty men and worked five hundred horses, coaches and buckboards.



MAJ. ANDERSON ARNOTT.

"I frequently drew from one hundred to one hundred and fifty thousand dollars every ninety days, but the railroads ran us off. One day I was at the Treasury getting some money changed, and a man stepped up and said to me:

"'Well, old pioneer, do you know I have paid you many a hundred thousand dollars over this counter?'

"I remembered him and said, 'Yes, you have.'

"'Well,' says he, 'where is it now?'

"'Gone,' says I, 'back in the channels from which it came.'

"'Such is life,' said he.

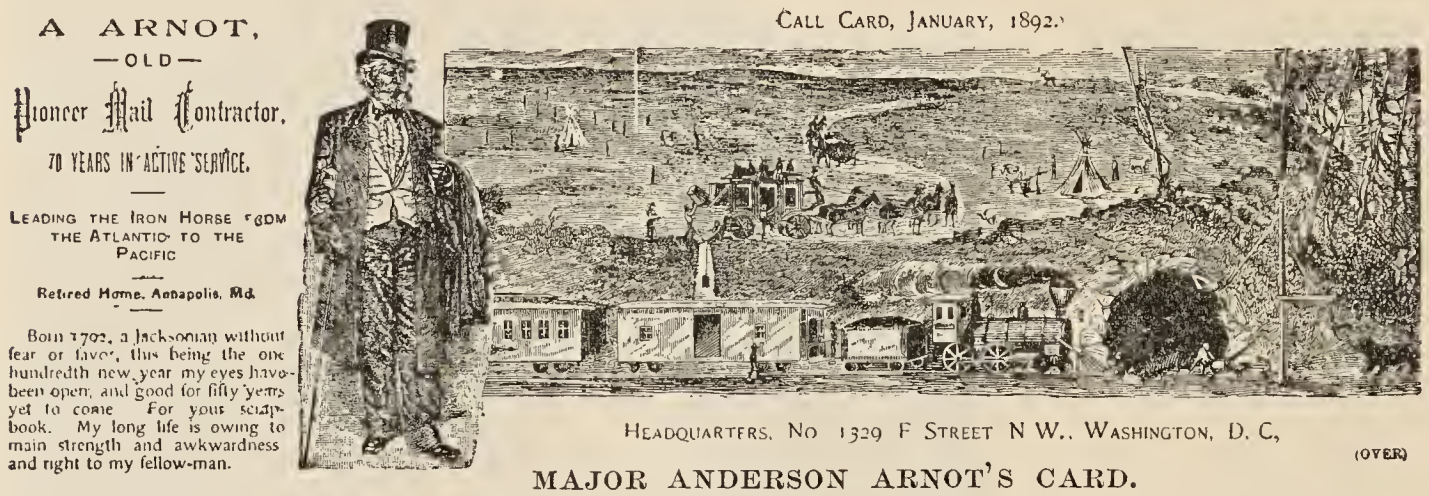
"'Yes,' said I, 'such is life. That's about all there is to it.'

"My principal routes were to and from St. Louis on both sides of the river. St. Louis was a very small place then, and some of the letters I received were addressed: 'St. Louis on the Missouri, a small town near Alton.' When the national road was laid out, it struck the Mississippi near Alton, instead of St. Louis.

"I crossed Iowa in 1833, laying off Government posts. We crossed the river in Indian scows where Keokuk now stands. In 1835 I made up a party to go to Santa Fe. Eleven started and nine got there. We went into California to see what there was there. We went as scouts. People ask what became of the

other two who did not get there. I have stood up man to man and cast lots to see which should die for the others. In the spring of 1836 we started out from Los Angeles; got some ponies. I helped to build seven hundred miles of the Mexican Central road and my tracks are at Chihauhau, where I drove a spike in a tree in 1836. Some of the boys went up to the town and got into trouble and the Spaniards chased us into the mountains, where we sold our horses, and then boarded a vessel for New Orleans. We had some trouble with the sailors and the captain thought the best way to settle it would be to make sailors out of us. At New Orleans an officer demanded the crew of the captain, but I boarded a vessel for New York.

"I used to hire a Chinaman to carry the mail on the frontier. That was from 1851 to 1856 or 1857. I had a very heroic picture of him travelling on snowshoes. The Chinaman was going at the rate of sixty miles an hour on snowshoes and two Indians chased him. Chinamen are very expert with the knife and can hit the mark a good way off. He threw a knife and struck one Indian, and then the other fellow shot an arrow at him as the second knife left the Chinaman's hand.



MAJOR ANDERSON ARNOT'S CARD.

"I knew Brigham Young well; he was a good friend to me and never forgot a favor. I was at Noble at the time of the assassination of Joe Smith. In 1852 one of my trains was snowed under near Salt Lake and I sent to Young for aid. He jumped up from the table when my name was mentioned, and said: —

"'What, Arnot? What has he to do with this mail?'

"'Owner,' said the carrier.

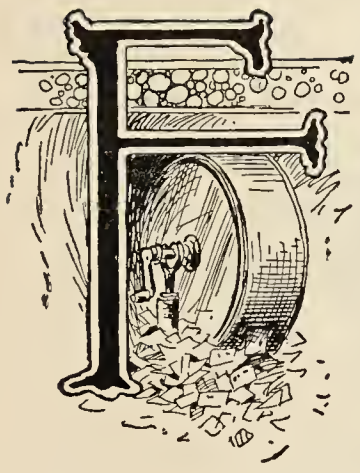
"'Come in in an hour and your train will be taken care of,' said Young.

"When I went out there some years after I called to see him and settle with him; but he said:

"'My people have been paid for this years ago; a kindness to me lasts forever.'

"A great deal of money was made in California in 1850 and 1851, but every dollar that was dug out cost four, to say nothing of the lives lost; and only about every twentieth man made anything, while the balance lost all they had. I have unloaded flour at the stations, the freight upon which was one hundred dollars a barrel from Missouri to the Coast. I was trading as well as running a stage. I had a good deal of emigrant business at one time, but carried mostly freight, and was all through the Mexican War as master of transportation. I was running a transfer at New Orleans when the war overtook me. I sold out to my partners and went to St. Louis, where my family was, and stayed there most of the time during the war. I was sixty-eight years old then."

THE LOUISIANA LOTTERY.



RAUDS perpetrated upon the people of this country through the mails are numerous enough. They are successful mainly because the American people like two things: they want to get something for nothing, and have an insane notion that they can do it; and second, they naturally enjoy gambling. They like to take chances; they believe that the wheel of fortune will revolve the next time, or the next, if not this time, for them. Frauds upon the people perpetrated through the mails have been common, too, in spite of the best efforts of the officers of the Department. Happily, better laws and better bravery and skill, the former on the part of an aroused national legislature and the latter on the part of the brave and skilful officers of the Department, are driving these general swindles out of the mails. Of all frauds, ancient or modern, the Louisiana Lottery was the grandest, the boldest, the most extensive, the most absurd; and whatever the moral grounds for opposing it were, it was largely opposed, and it was chiefly beaten down and out of sight, because it had fairly robbed the people of this country of millions, and millions, and millions.

The charter of the Louisiana Lottery Company was obtained in 1868. The grant was for a period of twenty-five years, to date from January 1, 1869. The act became a law without the signature of Governor Henry Clay Warmoth. He permitted the specified ten days to pass without vetoing it, for the reason that if he did so the bill would be passed anyway, and he preferred to keep hands off. No one dénies that the charter was obtained originally by bribery and corruption. Oaths have been made that it was so obtained. In 1879 the Legislature of Louisiana abrogated the charter of the Company, but a United States judge enjoined the operation of the

repealing statute. That year a constitutional convention submitted a new constitution to the people of Louisiana. The lottery managers pleaded before this convention that their charter was a contract protected by the Constitution of the United States and binding upon the conscience of Louisiana. The Company claimed credit for rescuing the state from negro domination, and promised, moreover, to renounce its monopoly at the close of the charter period. Under



REV. MR. CARRADINE'S CONCEPTION OF THE LOTTERY.

these circumstances the new constitution declared gambling a vice and commanded the legislature to enact laws for its suppression, and it also declared that after Jan. 1, 1895, all lotteries in Louisiana should be unlawful. These facts are clearly brought out by Col. John C. Wickliffe, Secretary of the Anti-Lottery State Executive Committee, in a recent *Forum*. The new constitution contemplated the chartering of new lotteries, of course; but the influence of the big one was always sufficient to keep any legislative bills introduced to provide for them from ever coming to a vote. It

still held, therefore, a monopoly of the gambling business of the state, and of course it did not increase its payment of $40,000 annually to the Charity Hospital of New Orleans.

The growth and power of the Lottery Company are familiar; so, also, its struggle for existence, and its discomfiture. Mr. C. C. Buel, associate editor of the *Century Magazine*, has described the more recent corrupt processes of the Lottery Company. John A. Morris, who had become the ruling spirit in the Lottery before the McEnery and Nichols contest for the Democratic nomination for Governor, went to work to secure a renewal of his charter in typical lottery fashion. Governor Nichols was nominated. When it was evident that he would be successful, the Lottery insinuated $10,000 into his campaign — without his knowledge. Then came the floods of the winter of 1890. Governor Nichols could not respond immediately to the helpless cries of the distressed planters. The Lottery sent the Governor a check for $100,000. He returned it. Then Mr. Morris' agents sent checks of proportionate size to every levee officer in the distressed region, and only one of these was returned. The Lottery loaded steamboats with supplies, and after the water had receded, distributed thousands of dollars' worth of seeds. To New Orleans alone $50,000 was given for levees. Extra "capital prizes" were distributed. Offers were made to the archbishop to relieve the diocese of New Orleans of its debts. These were refused. $5,000 was offered to the Normal School at Natchitoches, and $30,000 to the sanitary board of New Orleans. This last was accepted, but many of the board resigned. The title of the new lottery bill was "The Revenue Amendment," whatever that might mean. Governor Nichols attacked this in his message to the legislature; but "The Revenue Amendment" was brought before the legislature, and, as Mr. Buel says, such a struggle as Louisiana had never seen before was begun. The amendment proposed (to tell his story in the past tense) a new article for the constitution of the state, to be voted upon in April, 1892. It was called, "Article on Levees, Schools, Charities, Pensions, Drainage, Lotteries and General Funds." It sought to reëstablish the Lottery for twenty-five years from Jan. 1, 1894, in the name of John A. Morris and six other persons thereafter to be revealed. In consideration of the "contract" (no charter this time) John A. Morris was to undertake

that during the life of the Lottery $31,250,000 should be paid to the state, in yearly parts of $1,250,000, the latter sum to be apportioned (in quarterly payments) as follows: $350,000 to the public schools, $350,000 to the levees, $80,000 to state hospitals, $40,000 to state insane asylums, $25,000 for the deaf, dumb and blind, $5,000 to the Soldiers' Home (a state institution), $50,000 for pensions to "disabled, infirm or indigent Confederate soldiers," $100,000 to the city of New Orleans for drainage and other sanitary purposes, and $250,000 to the general fund of the state. Rival lotteries were effectually shut out by the necessity of coming into life in the same way, and of paying an equal amount to the state. The Company besides was to be exempt from taxation; though the sum of $1,250,000 was not far from the equitable taxes on the new capitalization at the premium value of the stock. Mr. Buel goes on:

"At first the legislature was tempted with $500,000 a year, but as one member thought his scruples could not be overcome by less than $1,250,000, and as others deemed it wiser to confront their constituents with that sum behind them, Mr. Morris good naturedly consented. What was a million, more or less, to him, when all this money was coming out of the pockets of the people it was supposed to benefit, along with as much more to line his own pockets! A word like 'selferosity' should be invented to express such boundless love of mankind. The delusion of those statesmen may be inferred from the fact that $1,250,000 is not far from the present state taxation; but they were told by the lottery that ninety-three per cent. of all its business comes from outside the state; yet it is a demonstrable fact, on the theory that each of its one hundred and eight local policy shops brings in a business of $60 a day (which is said to be the minimum tolerated, a shop being moved or the management changed if the income is less), that the local daily drawing will more than pay the new obligation to the state, showing that it will really come out of the pockets of Louisianians, and from the class least able to pay it. But could anything be more fascinating as a bribe to the average citizen than the abrogation of all taxes? Some very good men in Louisiana have persuaded themselves that this is the real and not the apparent effect of 'The Revenue Amendment.' They do not see, among other incongruities, that in public schools supported by the lottery, the teachers might properly be agents for the sale of tickets, and that it would be laudable for the pupils to economize on luncheons, so that during a week they might save the price of at least one ticket.

"As an amendment to the constitution the bill could be passed only by a two thirds vote in each house. For a time the lottery was slightly in arrears. All of the colored brethren were on its side, in plenty of white company. Little by little the opposition saw their forces flowing to the lottery side, a final sign of weakness being the plea that support of the bill was, after all, only saying to the constituencies, 'If you don't want this lottery, don't vote for the amendment.' A member who yielded to this plea said he would rather his son should die than

be educated by that fund. At the critical moment the anti-lottery members in caucus pledged their sacred honor not to be bought or wheedled into support of the bill. A senator who had given that pledge, who had been impoverished, who was in poor health and harassed as to the support of his family, was the last man needed for a lottery victory. He voted to submit the question to the people, sank into his chair, and in shame buried his face in his hands. Nearly a year afterward this pitiable man was carried ill to the Hotel Dieu in New Orleans. After his death a belt containing $18,000 was found on his person, and was considered to be the remaining part of a larger sum. A relative published a defence to the effect that he voted according to his convictions, but did not deny that the money was found upon him. There was a white Baptist minister in the legislature who voted for the bill, it was said, because the lottery had subscribed to his church. He was turned out of his church and afterward out of the denomination. Symptoms of sudden wealth broke out on many members, previously poor, who are mentioned by name in the talk of the town.

"Amid much jubilation, on that great day for charity, the bill was sent to Governor Nicolls, who returned it, on July 7, with his veto. The House lost no time on the following day in passing it over the Governor's head by a vote of sixty-six to thirty-one, one member being absent. The Senate would doubtless have followed suit but for an unforeseen accident. One of its members had been to New Orleans on the wings of victory, where he had acquired a state of delirium tremens. His vote was needed to override the veto, and his physician had declared that his life would be forfeited, probably, if he were carried to the Senate. Nevertheless, his wife is said to have favored the attempt; an effort was made to get the use of the Lieutenant-Governor's room for his accommodation; then it was suggested that the Senate should meet where the sick man lay. But the opposition threatened to investigate the ability of the man to cast a legal vote. The man died, and in desperation the lottery senators decided that as the bill had already passed by a two thirds vote it was unnecessary to submit it to the Governor for approval. The House adopted this view; and when the Secretary of State declined to certify the bill on that ground, and for the reason that alterations and changes in the journals of the two houses, regarding the bill, had been made without proper authority, the Supreme Court of the State, by a three to two judgment (Associate Justice McEnery concurring), set aside both objections, and the bill was promulgated."

But this repulse seemed only to nerve the anti-lottery fighters to more terrible earnestness. Dozens of the best men in the state took their fortunes, if not their lives, in their hands to do battle to the monster. Public men were fearless, indomitable. A few of the papers, unbought and unpurchasable, did valiant service. The churches, except unhappily in a few timid instances, meddled with terrific benevolence in public affairs. The names of this gallant band all deserve to be remembered, and they will be.

One needs to visit New Orleans himself, and lounge for a week in its highways and byways, to understand the humiliating, terrible,

tragic situation under which the Lottery has put that romantic city. A book might be written, books have been written, to describe the situation in which these stricken people have been put. And the fraud is so barefaced and so absurd! It is so simple! Mr. Wickliffe described it in his *Forum* article above mentioned:

"These drawings are advertised always with much rhetorical flourish. Not satisfied with styling them 'grand' they are proclaimed as 'extraordinary'; and extraordinary they are in a plurality of senses. There are twelve of them every year, one for each month. Two of the twelve are proclaimed as having each a capital prize of $600,000. The other ten are more modest, contenting themselves with the capital prizes of only $300,000 each. For the two drawings with the larger capital prizes there are 100,000 tickets issued at $40 each. In reality, since the tickets are divided into coupons at a dollar each, there are 4,000,000 tickets, upon no one of which is it possible to win more than $15,000. The other way of putting it, however, sounds grander and proves consequently more delusive and enticing.

"It is manifest that, if the company sells all its tickets for one of these semi-annual drawings, it takes into its coffers $4,000,000, the money of other people. For the two drawings, of this character, therefore, the proceeds of the sale of all tickets, if sold, must amount to the enormous sum of $8,000,000.

"The same number of whole tickets, 100,000, is issued for each of the remaining ten monthly drawings; but now the whole tickets are divided into twenty one-dollar coupons. The proceeds of these $300,000 prize-drawings, if all tickets are sold, amount to $2,000,000 each. For the ten, we have, therefore, the aggregate of $20,000,000. It is seen by these figures that the company issues for its twelve monthly drawings tickets of the face value of $28,000,000.

"The advertised lists of prizes in connection with these drawings are as follows: For the two, with capital prizes of $600,000 each, 3,144 prizes, aggregating $2,109,600. For the ten other drawings there are for each 3,143 prizes of a total value for each drawing of $1,054,800. We have now the figures necessary to comprehend the scheme, as follows:

Face value of tickets, twelve drawings	$28,000,000
Total prizes, twelve drawings	14,767,200
Remainder, representing gross profits	$13,232,800

"It is doubtless true that all tickets issued are not sold; but this does not affect the dishonesty of the general rate. So, the unsold tickets are placed in the wheel with the sold, and the company is the beneficiary of the winnings upon them.

"The meaning of this is, that the company would sell the tickets to the value of $28,000,000 and collect the same; generously refund to a comparatively small number of winners less than $15,000,000; and appropriate to themselves more than $13,000,000. In other words, this company takes a trifle less than 47 per cent. for themselves, a trifle more than 53 per cent. for the limited band of winners. This is as near to an appropriation of one half as these men dare to venture. The daily drawings, the scheme which fleeces the miserably poor, are cast in a still more dishonest mould."

There is another way to give the actual figures. It is:

Ten drawings per annum — two special drawings.

INCOME.

Ten drawings, 1,000,000 tickets at $20 each	$20,000,000
Two drawings, 200,000 tickets at $40 each	8,000,000
Total	$28,000,000

EXPENSES.

Prizes, ten drawings	$10,548,000
Prizes, two semi-annual drawings	4,219,200
Commissions to agents	2,000,000
Advertising	2,000,000
All other expenses	1,000,000
Net profits	8,232,800
Total	$28,000,000

In this exhibit no account is made of the daily drawings, the exact figures of which are not obtainable, but they exceed $2,000,000 annually, making the enormous annual income of $30,000,000 or twice the sum that was paid Napoleon by Jefferson in 1801 for the entire Louisiana purchase.

With a profit of $8,000,000 or $10,000,000 a year it is easy to see how the Company could offer the state a bribe of $31,250,000 for a twenty-five years' extension of its charter. It could easily have done it, and besides have bribed legislatures, governors, and courts, and still enriched its stockholders with a profit of $4,000,000 or $5,000,000 a year. It trusted to the credulity of men and women to keep up its revenues, and it did not trust in vain. The following table, though, proves the great odds against winning a prize. Some of the victims may relish seeing how badly they were swindled:

99,999 to 1 against winning	$15,000
49,999 to 1 against winning	5,000
33,332 to 1 against winning	2,000
19,999 to 1 against winning	1,000
19,999 to 1 against winning	500
11,110 to 1 against winning	100
3,447 to 1 against winning	50
1,265 to 1 against winning	30
357 to 1 against winning	15
172 to 1 against winning	20
84 to 1 against winning	10
45 to 1 against winning	5

Dr. William Shaw Bowen, the newspaper correspondent, was present at the Lottery drawing of March 11, 1890. He has described it very entertainingly as follows:

"The superfluous scenery was cleared away so as to expose the entire stage area. A parlor set in black and gold was spread. The floor was, in recognition of the nature of the proceedings about to be enacted, very suitably covered with a plain green cloth like the table of a faro game. On one side stood a machine which would impress the unfamiliar spectator as a peculiar one. An immense drum of mahogany, with glass in place of the conventional sheepskin, was poised on an axle passing through its centre on a wooden standard. The axle protruded from the glass heads on either side, and ended in a crank of iron with a wooden



handle. The diameter of the drum was about five feet, and from head to head the distance was apparently one half the diameter. A trap door ten inches square was formed in the circumference.

"On the opposite side of the stage and resting on a standard above the green cloth was a smaller wheel. It was a highly polished brazen affair, with plate-glass heads. Through the latter an axle ran, but, unlike the large drum, there were no cranks. A small trap, about six inches square, appeared in the periphery. Several chairs stood in the centre of the stage in the rear of the mechanism above described.

"By the side of the first drum stood a white-headed old man. He was of large stature, but the progress of years weighed heavily upon him, and his shoulders were bent so as to throw his florid face, with its full white hirsute covering, forward towards the floor. Gray-blue eyes, fierce and penetrating, gleamed beneath bushy, overhanging brows. A suit of Confederate gray clothing, well cut and neat, covered the aged man. He paused a moment, with one hand resting on the great mahogany drum. Throwing his head back, he swept his eyes cursorily over the eager assemblage before him. At 10.45 o'clock another historic person-

age appeared on the scene. He was clad in black, and a handsome face crowned by snow-white, closely cropped hair was poised proudly above an elegant, dignified form. His shaven cheeks were cold, his eyes were cold, his countenance, of the Gallic cast, was impassive. 'Old Jubal' once appeared more like an old-fashioned soldier of the type which prevailed a century ago. His confrère, ex-Lieutenant-General Beauregard, though at present enacting the part of croupier, did not for a moment bury his modern military carriage. You might easily fancy him in barry red trousers and gold-lace kepi, witnessing the march past of massive Gallic battalions on the plain of Chalons. As the co-manager of the Louisiana Lottery, General Beauregard does not bury his historic identity as completely as does 'Old Jubal.'

"Two small boys in knickerbockers took their places, one by the large drum and one by the small brass wheel. With the utmost solemnity, Croupier Early proceeded to blindfold the boy beside him. Located near the brazen drum, Croupier Beauregard, with corresponding gravity, tied a white handkerchief over the eyes of his juvenile assistant. Several white canvas sacks were placed near the great wheel. The contents of each sack assumed the bulk of a bushel of grain. The gathered neck of each sack was tightly tied with a cord over which a strip of white paper was drawn and sealed with red wax. Croupier Jubal carefully broke the seal of one sack and poured the contents through the trap-door opening into the great wheel. There was a rattling sound and a heap of small white and black cylinders appeared through the glass side of the bottom of the drum. One sack after the other was emptied until the little cylinders filled the drum exactly half full. In other words, a drum five feet in diameter, and two feet six inches along the axis, contained the contents of the canvas sacks, in bulk two feet six inches deep at the thickest part. After closing the door, Croupier Jubal motioned to two negros who stood in the wings. They approached, one on each side of the drum, and by the axle cranks they slowly revolved it three times. Then they reversed the action and turned the drum three times in the opposite direction. The little black and white cylinders rattled merrily as they whirled about. Then the negroes returned to their places in the wings. 'Old Jubal' calmly seated himself in a chair near the trap door. The great wheel was ready for use.

"On the other extremity of the green cloth a scene almost identical was enacted. There was, however, only a single canvas sack — a small one — and there were no sable assistants to turn the brazen drum. Croupier Beauregard poured the contents — in little black and white cylinders — through the trap door, closed it, and with his own white fingers twirled the drum three times in one direction and three times oppositely. Then he seated himself and complacently pulled his immaculate linen wristbands down over his hands. His part of the game was also in readiness.

"A square table was located in the rear of the large wheel. Beside it sat a clerk who leaned over a large blankbook whose pages were ruled into spaces. Two men, with their hats cocked rakishly on one side, came forward and faced the audience. They stood between the two wheels. A boy in blue occupied a chair placed on the front centre of the stage. His back was to the spectators. In front of him was a small square box. Croupier Early drew forth his watch. Croupier Beauregard likewise glanced at his timekeeper. The audience craned their necks forward impatiently.

"The balcony was nearly filled with women. The larger proportion were evidently residents of the city of New Orleans. Many of them held, half concealed, a printed slip of paper. They had purchased tickets in the drawing and could not curb their impatience and await at home the tidings of the lucky numbers. Some of the women were strangers — Northern visitors to the semi-tropical city. There were all sorts and kinds of men on the parquet floor. There were the regular attendants who were always on deck, as it were, to be in readiness if their monthly investment should prove fortunate. The clock struck eleven. Croupier Early again consulted his watch. Likewise did Croupier Beauregard. The two ex-generals then glanced at each other. Then they arose from their seats and each opened the door of the wheel beside which he stood. At a signal the two blindfolded boys each reached a hand inside the wheel beside which he was placed. Simultaneously each boy drew forth a single little cylinder. The boy beside the great drum handed his cylinder to Croupier Early who had resumed his chair. The boy placed by the small brass wheel extended his cylinder to white-headed Croupier Beauregard.

"'Old Jubal' drew the white paper from the encircling black rubber tube in which it was thrust. In measured tones he read the number, '48,186." The voice of General Beauregard was likewise measured and somewhat harder in its timbre when he called the figures on the white slip of paper which he drew from the little black tube: '200' he said. The rakish-looking man standing nearest to 'Old Jubal' exclaimed in loud tones, '48,186.' The equally rakish-appearing individual, standing near to General Beauregard, cried in sounds which extended across the auditorium to St. Charles Street in front of the theatre: '200 dollars.' Thus it was that ticket No. 48,186 drew a prize of $200. The rubber cylinders were handed the boy by the box. There were 840 cylinders contained in the small brass drum over which Croupier Beauregard presided and one by one the boy, his assistant, drew forth from each the roll of paper which decided the fate of many a man's or woman's aspirations and hopes. When ten cylinders had been withdrawn from each of the wheels the clerk, seated at the table, called in droning tones 'Time!' Thereupon 'Old Jubal' and his coadjutor, Beauregard, solemnly arose, closed the trap door, and caused the wheels to revolve three times in one direction and three times the other. Then the doors were again opened and the thoroughly shaken up contents were abstracted one by one by the blindfolded boys.

"For the benefit of those who are unfamiliar with the little cylinders, I will mention that they are of rubber, about one inch long and one seventh of an inch in diameter, open at each end. There are 100,000 of these cylinders, corresponding to the number of tickets in the drawing, and in each cylinder is thrust a rolled white paper ticket or slip, on which is printed one of the numbers of the tickets in the drawing, ranging from 1 to 100,000. The small wheel contains similar cylinders, each one containing a slip of paper on which is printed the figures representing one of the 840 prizes in the drawing. The cylinder which contains the slip marked $300,000 — the capital prize — is the ultima thule of the hopes of all of those who invest in tickets in the drawing.

"One hour passed away. The monotonous voices of the two old generals, and the ligneous tones of the two rakish individuals who — parrot like — repeated their call of the numbers, went on, went like clock work. Only three large prizes of $5,000 each had been taken from the brass drum. Plenty of smaller

prizes, $200, $300, and $500 had come forth, however. The audience, whose tension was drawn to a pitch corresponding to that of the occupants of the grand stand on the day of Futurity stakes, became restless. Men moved uneasily in their seats. An old woman, evidently one who scrubbed floors for a living, sat near me. She held a ticket in one hand. Whenever a number was called she turned her eyes in a mechanical manner towards the number on the precious slip. Precious? Yes; precious until the last cylinder had been removed from the brass drum. Then I heard her groan and she tore the paper in fragments and flung them on the floor. Soon after 12 o'clock Croupier Beauregard read from a slip he unrolled, '$100,000.' Loudly the rakish man near to him called forth '$100,000.' Then he exclaimed, 'A prize of $100,000 is drawn!' and he named the number of the ticket unrolled by 'Old Jubal.' A buzz was heard on the floor, and men and women looked about them to ascertain if any person present held the ticket bearing the lucky number. Alas, no one gave a sign.

"At exactly 12.30 Croupier Jubal unrolled a slip of paper and called '8,132.' From Beauregard's side of the green cloth came the answer, '$300,000.' The rakish man bawled: 'No. 8,132 draws the capital prize of $300,000.' The audience remained as still as death for a moment; then a sound of a murmur expressive of disgust went up and half of those present hastened out of the theatre. Every ticket holder could not draw the great prize, but the holder apparently thought that his piece of paper ought to have borne the lucky number; hence his wrath. The subsequent proceedings were no longer interesting. One by one the numbers were called, and one by one the numbers in the small drum were read off. Finally the last of the cylinders were removed from the latter, and the monthly drawing was at an end.

"The cylinders in the large wheel remained seemingly undiminished in number. I endeavored to measure with my eyes the extent of the reduction, and I reached the conclusion that the contents of the drum were lowered about half an inch. The several bushels of cylinders remaining corresponded to the number of tickets that had not been included within the radius of the smile of the Goddess of Fortune. Did each unlucky ticket represent a crushed human hope? By no means, as will subsequently be shown. There were 69 per cent. of the tickets in the drawing of March 11, 1890, sold. The remainder, 31 per cent. of the whole, were, as unsold tickets, drawn against by the Louisiana Lottery Company. About one third of the tickets numbers, therefore, in the large drum were owned by the lottery, which, of course, took its chances in like proportion in the prizes which were drawn. How many of the prizes in the month's scheme were drawn by the 31 per cent. of tickets unsold and held by the Company does not appear, for the number constitutes one of the secrets of the institution. It is quite reasonable to assume that one third of all the prizes were drawn by the Company on March 11, fairly, of course, according to the system which prevails and which is well understood by the regular purchasers of lottery tickets. How the profits must have rolled in on that day!"

And one must have visited New Orleans also to have known in what a deathlike grip the Lottery held its myriad victims. Reverend Mr. Carradine, of New Orleans, one of the most fearless and effective of the opponents of the Lottery, used to say:

"To send a servant with money to the market is virtually to send a portion of your money to the lottery. Sometimes a householder has wondered at his or her slim dinners. The cook did not. She had invested some of her employer's money for the benefit of the stockholders of the lottery. Your meal that day may have been slender, but the lottery gained thereby. Just visit the markets in the morning and see the kitchen people as with baskets on their arms they stream by scores into the ticket offices. How these offices do abound in the neighborhood of the markets!



"OF A ONCE HAPPY AND RESPECTED FAMILY."

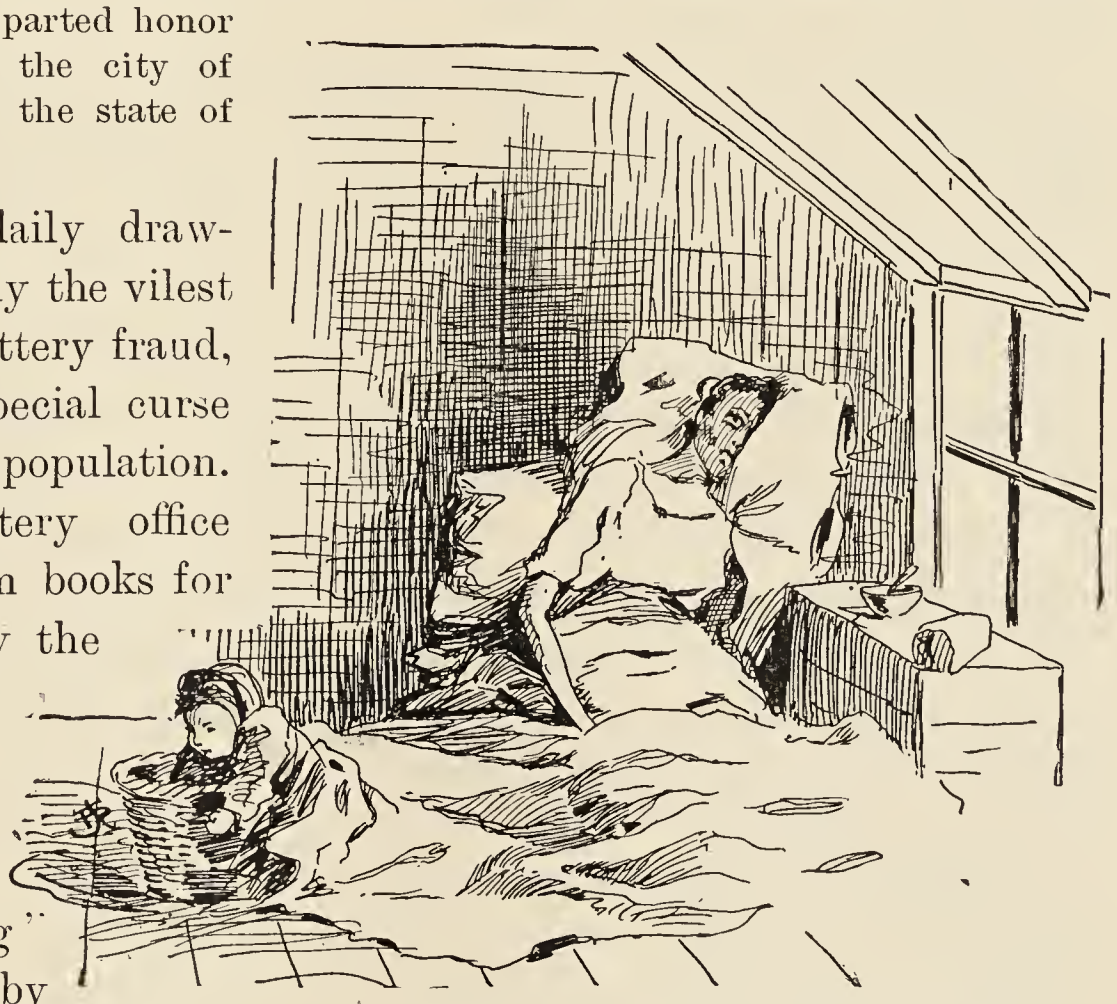
"Is that all the stealing done? Not by any means. Married women by hundreds invest the money set apart for home expenses. Fathers often wonder that their children are not better dressed, nor the house and table better furnished. The explanation can only be found in the cash receipts of the lottery. Clerks steal from the cash drawers of their employers. Everywhere stealing is going on. I believe that if we had the money that has been stolen to find its way into the lottery, we could pave the city streets from end to end, and take care of the charity hospitals.

"Men once trusted and respected stand exalted no longer because of this corporation. I know of men who were once well to do financially, but to-day virtually tramps and beggars on our streets. If the proposition that I have uttered that the Louisiana Lottery has been the cause of social and commercial ruin to thousands — if that statement could be heard in numerous desolated homes in New Orleans, a groan of assent would go up, and poverty-stricken wife and shame-branded child would exclaim: 'It is true.' Only a few days ago I heard of a young woman who invested all of her little possessions in the lottery and, reduced to despair and poverty, took her life. The papers merely published her death. That was all the public knew of the case, but the family and a few friends, as they looked at her obituary, saw the lines twist and writhe and settle in an awful shape that spelled the word 'suicide.' If you were aware of the number of fireless grates and shoeless feet and tearful eyes and hungry people produced in this city by this gigantic iniquity you would be aghast.

"Did you ever study the building of the lottery as it stands on the corner of St. Charles and Union Streets? Look carefully and you will discover that its

foundations rest on human misery; its walls, like hands of agony, look up and clutch at a receding sky. Its windows are washed with human tears; its walls drip with the ghastly moisture of human pain and human blood; its floors are paved with falsehood; its doors, like a dragon's mouth, are kept open to devour the passer-by, and its clerks are kept busy writing down day and night, how many fools there are in the United States.

"On the day of the drawing look; coming out of the front door is a black mahogany box containing the records and paraphernalia of the proceedings. It is escorted. It looks like a coffin, and it is one. It is the coffin of human hopes, of buried manhood and womanhood, and of lost integrity of individual and of community. The cortege crosses the street to the Academy of Music. A church would not do for such obsequies as this. Call in the crowd and pack the place from floor to gallery. It is a sad funeral. It is one in which everybody is concerned, and so let everybody see. Two old generals act as pallbearers. They once stood up for a lost cause, let them now stand up for the lost honor of a great commonwealth. For this is the obsequies going on in the building. It is the funeral of the departed honor and integrity of the city of New Orleans and the state of Louisiana."



"SHAME-BRANDED CHILD AND POVERTY-STRICKEN WIFE."

But the "daily drawing" is probably the vilest form of the Lottery fraud, and it is the special curse of the colored population. In every lottery office there are dream books for consultation by the poor, deluded player, who imagines they will reveal to him the "gig" or "saddle" by which he can "hit" the Lottery. There are one hundred and twenty-four policy shops in New Orleans; places where combination tickets are written in the daily drawings. The average receipts of these shops are about thirty dollars per diem each. As there are three hundred and thirteen drawings per annum, the annual receipts from this source are about $1,165,000. This enormous sum all comes from the pockets of the poor and ignorant. At a large policy shop on

Royal Street once between the hours of one and two, thirty-four persons entered and purchased within the hour; of these twenty-three were negroes and eleven white. Eighteen were women, six were children between ten and fourteen, and ten were men. All of these persons were laboring people. The daily drawing is operated as follows: Every day in the week except Friday seventy-eight numbers are placed in a wheel and thirteen are taken out, and these thirteen are arranged in the order in which they are drawn, into thirteen separate stations, numbered from one to thirteen. Printed tickets are sold at one dollar apiece, generally divided into fourths, at twenty-five cents each, with three numbers in them. The plan is based on the combination of seventy-eight numbers, taken three in a set.

If this were all of the daily drawing, the evil would be small as compared with the actual facts, because the scheme of these printed tickets apparently approaches more nearly to fairness than the scheme of the monthly drawings. But it is arranged with diabolical ingenuity to whet the appetite of the unfortunate victim of the lottery craze and to induce him to return again and again. This is accomplished by giving a prize fifteen per cent. less than the price of a ticket for all tickets which contain one of the numbers drawn from the wheel. Take the Friday scheme, which consists of the ternary combinations of seventy-five numbers, with eleven drawn from the wheel. This gives 67,252 possible combinations of seventy-five numbers with three in a set, and hence there are that number of tickets. The scheme of the prizes is as follows:

1	prize of	$4,273.40	$4,273.40
5	prizes of	850.00	4,250.00
16	,, ,,	85.00	1,360.00
50	,, ,,	42.50	2,125.00
43	,, ,,	34.00	1,462.00
50	,, ,,	25.50	1,275.00
64	,, ,,	8.50	544.00
64	,, ,,	4.25	252.00
3,392	,, ,,	1.70	5,766.40
22,176	,, ,,	85	18,849.60
25,861			$40,117.40

The chance to win the capital prize, therefore, is one in 67,525, and when one wins it, one only gets $4,275.40 for $1 as against $15,000

for $1 in the monthly, with a chance of one in one hundred thousand. The chance to win a prize of $4.25 is one in 1,237. The chance to win a prize of $1.70 is one in nineteen. The chance to win a prize of eighty-five cents, fifteen per cent. less than the cost of a ticket, is one in a little more than three.

If one takes from all this the attachment whereby 22,176 prizes of fifteen per cent. less than the cost of the tickets that win them, it presents itself as a scheme which distributes only thirty-one per cent. in prizes, nineteen per cent. below the established fraud line. Even with this bait it distributes only forty-nine per cent. in prizes, one per cent. below the unfair line. But this bait never fails. The holder of the ticket with one winning number hands it in as so much cash and pays the difference in money for another chance. The result is that the money won in prizes comes back to the company, day after day, with fifteen per cent. additional from the pockets of the foolish investor, and he in process of time becomes a lottery drunkard. Of such there are thousands upon thousands in New Orleans.

But the printed tickets in the daily drawing represent a small portion of this evil. The main rascality lies in the policy tickets which are written up to suit the fancy of the purchaser. Every form of ignorance and superstition is played upon by the policy agents. There are the dream books and other fetiches. There are various ways one is allowed to bet,— "gig," "saddle," "capital," "single number," "all day," and "station."

Take, for instance, the "washerwoman's gig"— four, eleven, forty-four. The chance that these three or any other first three numbers will, in any order, be the first three numbers out of the thirteen taken from the wheel in five days in the week is the continued product of the numbers 78, 77, 76, divided by six, which is 76,076; so that one in 76,076 is the chance to win. In other words, if one should play this gig every day for two hundred and fifty-three years, the mathematical chances are that it would come out once, and after spending $76,076 one would receive, if it did come, the munificent prize of $100! If you bet on a single number coming out in any particular station, your chance to win is one in seventy-eight. If you do win, you are paid fifty-six for one. If you bet that any particular number will be one of the thirteen drawn,

your chance to win is one in six; and if you do win, you are paid four for one.

Compare these figures with those of the roulette table. Your chance to win there is one in thirty-one; if you do win, you are paid twenty-seven for one. The professional gambler, who is denounced by the law, indicted by the grand jury, and hunted by the police, is satisfied with a percentage in his favor of twelve per cent. He turns his wheel for the few people who can stand around his table. This gigantic swindle turns its wheel daily for the unnumbered multitude who may bet at the game. The smallest percentage it permits itself to take is twenty-two per cent. On the most of its game its percentage is from thirty-three to forty-one per cent., and on part of its game it is incalculable.

The magnitude of the general business of the Lottery was illustrated by the operations of the New Orleans post office. The letters received and outgoing belonging to the Louisiana Lottery through this office were, in the early part of 1890, approximately as follows:

Daily average received	5,800
Daily average sent out	11,000
Daily average registered letters received	2,800
Daily average postal orders received	1,600

When the Department forbade the forwarding of registered mail to the Lottery Company, the Company requested its customers to write to M. A. Dauphin, the president, personally. He then received more than five hundred letters from the post office every day. The registered letters sent to the New Orleans post office from various parts of the country used to go, and now go in limited numbers, to the New Orleans National Bank. The stock of this bank, which is a United States depository, is owned by John A. Morris, Albert Baldwin, and other Lottery stockholders. But the Lottery people own four fifths of all the bank stock of New Orleans, for that matter. They control the Louisiana National, which is worth $600 a share, owing to its numerous receipts of Lottery money. A representative of the New Orleans National Bank, with an assistant, used to be stationed at the post office to look after the thousands of registered letters that arrived; for nearly 45 per cent. of the entire business of the New Orleans post office was derived from the Lottery. The 1,600 postal orders which

used to be received daily were handled by clerks of the bank stationed at the post office, and a rubber stamp was used to sign the receipts. The return cards were also stamped at the post office, and never saw the inside of the bank. The registered letters represented daily about $30,000, and in an average year almost $11,000,000 came in through the registry system. The orders averaged, it is said, $20 each. Letters received by M. A. Dauphin, not registered or containing money orders, used to bring him bank bills, that came from all parts of the world — bills of exchange, drafts on London, and all kinds of negotiable paper used to arrive. Indeed, it is estimated that almost $3,000,000 used to reach the Lottery yearly, in addition to the almost $22,000,000 received yearly in registered letters and in money orders. Then there was the business of the expresses and the proceeds of tickets purchased in the city of New Orleans and vicinity. This influx of money has been called "a tempest of gold." Now, however, since the passage of the anti-lottery bill, all this is changed. The income of the New Orleans post office has been reduced by over $100,000 annually. But this, of course, represents a saving of millions and millions to the poor, gullible fools who have been so eager, time and again, to play this losing game.

There was also the temptation that the Lottery mail held out to the postal employees. That is almost entirely removed, and it is an incalculable good that it is so. The temptation to steal the Lottery letters was very great, of course, for all who handled them knew very well that they contained loose bank bills, the product, too, of a gigantic scheme of robbery. They knew that thousands of the registered letters contained money. Legally the postal clerks committed a crime when they opened one of these letters, as with any other kind of letter. And so, in this secondary phase of the matter, the Post Office Department was really aiding and abetting crime.

DRIVING THE LOTTERY OUT.



THE gallant spirits in Louisiana made their fight. The dogged Postmaster General made his fight; for it required nerve to face at once the timid arguments of short-sighted politicians, the attacks of millionnaires upon his credit, and the foul mouths of scandal mongers. The Anti-Lottery Bill was introduced in Congress. The lottery managers jingled their money bags in the very corridors of the Capitol. These facts, and facts they were known to be, promptly found their way into all the newspapers, and the Washington dispatches for weeks and months printed the continued story of their intended corruption. Such a tide of public sentiment against this iniquity swept over the country that the Anti-Lottery Bill could do nothing else but pass; and it was a hardy thing for the newspapers, accustomed to the patronage of this all-embracing institution, to make and push it on, and honor is theirs, as much as the President's, the Postmaster General's, the Chief Inspector's, or anybody's. It was very much vaunted that the law would prove to be unconstitutional; but John A. Morris, and perhaps some others, believed that the Supreme Court would uphold it, and it is known that he, if not others, believed that the expenditure of money in the Louisiana Legislature and in the state generally might as well cease. But whether it ceased or not, the warfare of the Post Office Department and the warfare of public opinion kept on, and it won a famous victory.

The partnership which the Louisiana Lottery Company was really forcing the Post Office Department to perform with it upon every post route in the country, and the demoralization of the service itself in this process, were pointed out in the Postmaster General's letter to the President dated June 28, 1890. Mr. Wanamaker said:

"Recent and reliable investigations of the mailing operations of the Louisiana Lottery Company at New Orleans and Washington prove conclusively the magnitude of its affairs. It is almost incredible, but capable of proof, that its chief business offices in Washington are conducted in two or more localities, employing numbers of clerks, often working night and day, using express wagons and furniture cars to haul the out-going mail, which is frequently carted in the night from place to place, to prevent suspicion or identification. It is estimated that it dispatches from the National Capital alone fifty thousand letters per month, and the mail received by the same office may be safely counted by the ton. What is true of Washington is probably five-fold true of New Orleans."

He went on:

"This vast business is terribly demoralizing to the postal service. It enlists some of the postmasters, subsidizes clerks, tempts mail assorters and carriers, and compels large outlays from the Department for inspectors to trace lost or stolen letters. The postal employees readily assume that a letter directed to a lottery company contains money — that it is in the mail in violation of the spirit of the law — that its loss will be difficult to trace — and that an attempt to punish the offender who shall abstract it will more likely fail than prosecutions of an ordinary character. Hence, the temptation to purloin it is exceptionally great."

The Postmaster General concluded:

"With all the admitted evils within and without the Postal Department, resulting from this nefarious traffic, I am, as the head of this Department, powerless to act. It is indeed a humiliating position, subjecting me to the suspicion of law-abiding citizens that your Postmaster General is ignorant of, indifferent to, or wilfully evading the law when he is without authority under existing statutes to exclude this matter from the mails. It is even more humiliating to contemplate that the entire Post Office Department is, in point of fact, the principal agent of the Louisiana State Lottery Company, and that every extension of the postal system spreads the hurtful power and influence of that company.

The laws had been entirely insufficient to arrest the perpetration of these lottery frauds. The experience of Postmasters General Key and Gresham (both good lawyers, and both Circuit Judges now) had been enough to prove this. The statutes omitted to give the Postmaster General any authority to delay or withhold from delivery any ordinary sealed letter which he might have reason to believe or evidence to suspect related to a lottery, or any power to prevent the delivery of registered mail, or the payment of money orders to any person, unless it could be proven that he was actually engaged in conducting such a lottery. The section relating to ordinary letters, which has been construed to be penal, was not available in the courts, because it was necessary to obtain from them the issuance of warrants upon probable cause, supported by oath or affirmation

particularly describing the letters to be seized. Thus only those could be reached that could be particularly described, and those letters would constitute, as the Postmaster General pointed out, an infinitesimal part of the mail of any lottery company doing a large business. As to the other section, that relating to registered letters and money orders, the instructions of his predecessors forbidding the delivery of registers or the payment of money orders to the Louisiana State Lottery or its officers were followed immediately by advertisements of the Company that remittances for the purchase of tickets could thereafter be made to the New Orleans National Bank. Postmaster



General Gresham consequently took occasion to direct the postmaster at New Orleans to withhold all matter for this bank; but an injunction of the court restrained the postmaster from executing this order, and all the Lottery mail had consequently been delivered without question.

The new bill, as drawn by General Tyner and passed by both houses without alteration, defined the offence for depositing letters relating to lotteries, and fixed the penalty therefor; provided for the prosecution of the same by information or indictment; extended the jurisdiction so as to include any district into which the letter might pass, as well as that of mailing, thus enlarging the opportunity

to collect evidence and to remove the trial from the local influence surrounding the courts in states where lotteries had been successfully established; authorized the withholding of registered letters and the payment of money orders from banks and individuals acting as agents of lotteries; and prohibited the use of the mails to newspapers containing lottery advertisements.

There was something to work with, and the Postmaster General went to work. His letter quoted from above (which was followed so quickly by the President's special message to Congress upon the subject) had been preceded by two days by a letter to the Chief Post Office Inspector directing Colonel Sharp, the inspector-in-charge at Chattanooga, to proceed to New Orleans and return to the Postmaster General, after a most discreet and confidential inquiry, and after conference with Collector Warmoth, the leading Republican of the state, and Governor Nicholls and other avowed leaders of the anti-lottery movement, with the names of three or four candidates for postmaster of that town; and it was stipulated that they must be men of "intelligence, courage and absolute integrity," men "who cannot be swerved by threats or bribes." So much was done.

But Chief Inspector Rathbone and his doughty assistants also went to work. It was a quiet, searching, determined, concerted attack, not a crusade at all, but simply a brave execution of a brave law. The liveliest part of the fight centered in New Orleans. By direction of the Chief Post Office Inspector, Inspector William T. Sullivan of the St. Louis division was sent to that city to assume general supervision, in coöperation with Postmaster Eaton. They and other postmasters elsewhere excluded thousands of papers from the mails. Immense masses of evidence were accumulated.

There were but few prosecutions instituted during the first few months subsequent to the passage of the law. It had been a well known fact that it was impossible to secure fair treatment in the courts at New Orleans, and consequently the Department was compelled to seek justice elsewhere. Proceedings against officials and employees of the company were begun in communities where it was believed a fair trial could be had. On Nov. 1, 1890, the Austin division of post office inspectors was established, and Mr. George C. Maynard, an inspector with inestimably more skill and nerve than the stranger sees in his mild blue eyes and smooth, round face, was

put in charge. The same month Mr. Maynard visited New Orleans to ascertain the progress of the work there. He found that the revenues of the office were decreasing rapidly and a preliminary examination made possible a good saving in the matter of clerk hire.

The first arrest in this division for violation of the anti-lottery law was made by Inspector Sullivan, Nov. 5, 1890. J. Pinckney Smith, business manager of the *Daily States*, was arrested for mailing an edition of his paper containing an advertisement of the Lottery. The case was taken before United States Commissioner Wright, at New Orleans, and examination set for Nov. 10, 1890, the bond being fixed at $1,000. The evidence was conclusive and the accused bound over to answer to the United States Court. Smith proved that he was absent from the city when the mailing of the unlawful matter took place, and sought to fasten the entire responsibility on a boy who was employed to bring the mail edition to the post office. In this he failed, the commissioner holding that he was the responsible head of the establishment and therefore guilty as charged. The United States Attorney took the ground that the Government could not secure a conviction of Smith, and for this reason he never presented the case for indictment.

M. A. Dauphin, president of the Lottery Company, died in December, 1890, and was succeeded by Paul Conrad, his former chief clerk. Conrad had been employed continuously by the Lottery Company since it began. Dauphin's policy up to the day of his death was to acquiesce in the changed conditions brought about by the passage of the anti-lottery law and to cut loose entirely from the use of the mails. Conrad, on the contrary, resorted to all kinds of subterfuges to further the business interests of his company, and he soon found himself one of the principal defendants in a large number of criminal proceedings. He tried to utilize his connection with an ice concern to increase the revenues of the Lottery Company, but without success, as examinations of the ice company's mail showed.

In January, 1891, Inspectors Maynard and Stoddard made an examination of the post office at New Orleans, with reference to a reduction of the clerk-hire allowance, rendered necessary by the falling off of the revenues. As a result of this investigation and the one made the preceding November for the same purpose, a total

decrease in the annual allowance of $17,400 was made. After the first effect of the withdrawal of the Lottery patronage upon the revenues of the office, a healthy and steady increase in revenues was reported. This was due entirely to the increased support of legitimate business enterprises.

The first attempt of the Lottery men to set the new law at open defiance was in the case of Sam Alexander, an agent of the Lottery in Houston, Texas. In connection with his cigar and tobacco trade, Alexander did a large business in the sale of Lottery tickets and even conducted this business by mail over a large part of the State of Texas. Alexander paid no attention to the new law, but continued to mail the monthly lists of prizes to his patrons and to correspond with them about his Lottery business. In November, 1890, Inspector Maynard and Postmaster George A. Race of Houston secured evidence nearly sufficient for a criminal prosecution, but immediate success was deferred by the action of Assistant Postmaster Kinney of Austin, who refused to turn over, and who, in fact, destroyed, the evidence which had come into his hands. Work was renewed, however. In February, 1891, three indictments were obtained in the United States Court at Austin, and Alexander was arrested on the 11th. Acting upon the advice of his attorney, Alexander presented himself in court and pleaded guilty. He was sentenced to pay a fine and the costs of prosecution, amounting to probably not less than $1,000. Kinney, the assistant postmaster, was reported to the Postmaster General and dismissed from the service for insubordination. This dismissal had a beneficial effect. It was an unmistakable notice to all officials and employees of the Government that the Postmaster General was determined to enforce the new law with all the energy and power at his command.

In March, 1891, it was ascertained by Inspector Maynard that the post office at El Paso, Texas, was flooded with lottery circulars addressed to persons in all parts of the country; and early in April, Inspectors Maynard and Clum (the latter having just reported for duty from the Cincinnati division) left for El Paso to make an investigation. They learned that the Juarez Lottery Co. of Juarez, Mexico, were mailing their circulars through the El Paso post office because they saved three cents on each letter deposited (the rate being five cents, of course, if mailed in the Mexican post office at

Juarez); and up to the time of the arrival of the inspectors they had managed to put into the mails a vast quantity of their literature. A post office box was first rented by one of the lottery clerks in another name, supposed to be fictitious. A large supply of envelopes was next procured and a request to return in ten days to this box number was printed on them. These envelopes were then mailed through the public drop in the post office, sealed and containing the lottery circulars. There was no attempt at concealment, and it was evident that the seal of these letters and their return, if undelivered, to the lottery box, was depended upon to protect these violators of the law from criminal prosecution. But they had no sooner begun operations than hundreds of these letters were voluntarily turned over by the insulted addressees to their local postmasters, who in turn forwarded them to the Department; and the letters were then sent to the inspector-in-charge at Austin. They furnished him with exact information as to the methods of this company.

The first move of the inspectors was to capture the person who mailed the letters containing the lottery matter. This was accomplished on the night of the 12th of April, about 7 P. M., when a person, who was afterwards ascertained to be the president of the Juarez Lottery Company, appeared at the post office at El Paso and deposited a handful of letters in the drop, which were immediately recognized, by Inspector Maynard stationed near by, as being similar in appearance to other lottery matter heretofore mailed there. At a signal Inspector Clum drew in the person who had deposited these letters. He would neither reveal his identity nor give any information as to the contents of the letters. Accordingly in his presence were prepared the usual letters of instruction to the postmasters at the offices to which his letters were directed (for he admitted mailing them), requesting that the envelopes and their contents, if in relation to a lottery, be procured from the addressees and returned to the inspectors for use as evidence.

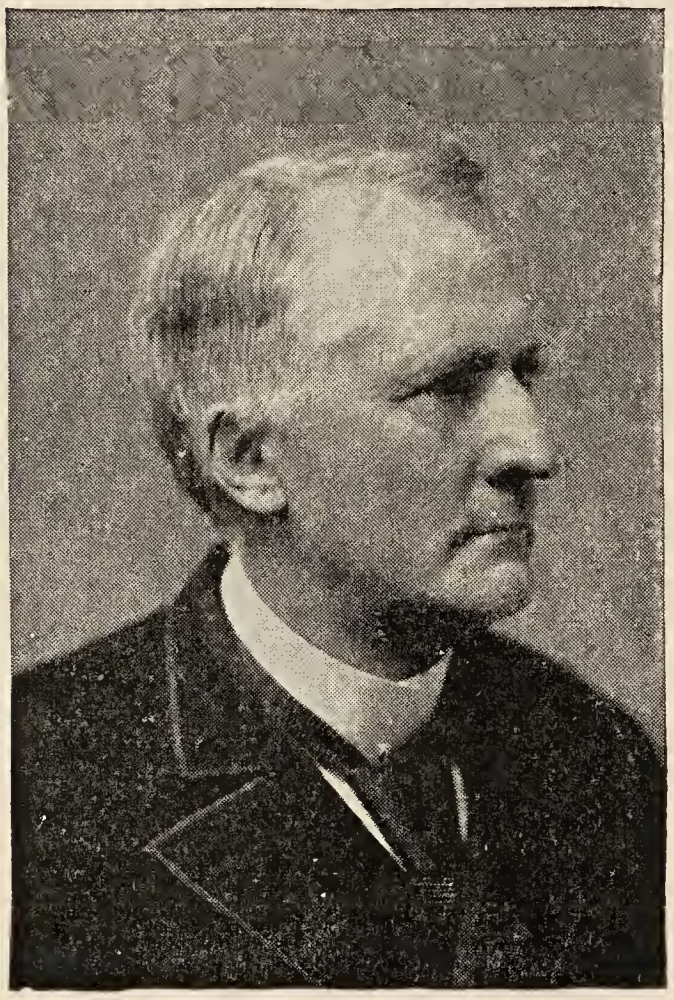
The prisoner then seemed suddenly to realize the precariousness of his situation. He was detained by the inspectors at their hotel over night, and after a good supper imparted the fact that he was the president of the Juarez Company, that his name was Nicholas Leipheimer, and that he had been but two months in this country. He made several generous propositions in the form of offers of good

honest dollars of the United States for his release from custody, and even offered the inspectors remunerative employment with the Juarez Lottery in return for such a favor. The next day, the 13th of April, Leipheimer was duly arrested. Commissioner McKie held him for the United States Grand Jury in the sum of $2,000, which was promptly furnished. Armand Plassen, chief of correspondence of the lottery, was arrested on April 15, taken before Commissioner McKie the same day, and held for the United States Grand Jury, bond being fixed at $1,000, which was given. Warrants were also issued for the arrest of F. A. Gonzales and Eugene B. Fatman, but they kept out of reach. The first named was manager and the other treasurer of the Juarez Lottery Company.

About fifteen separate cases were completed against Leipheimer; but this number not being deemed sufficient, the inspectors took another decisive step in the case which greatly increased the amount of evidence against him. As soon as Leipheimer was placed under arrest, the lottery people abandoned their box at the El Paso office. In the course of a week over five hundred of the lottery letters supposed to contain the circulars (the same having been returned to the box in accordance with the request printed on the envelope as undelivered) had accumulated. These letters being sealed, they could not be opened even by the inspectors; but Judge A. J. Evans, the United States Attorney at El Paso, whose advice and assistance had already proved of much benefit to the inspectors, soon solved the problem. He secured a search warrant which was placed in the hands of Capt. B. G. Duval, Chief Deputy United States Marshal, who proceeded to the post office box (which had been minutely described in the warrant) took therefrom five hundred and thirty-five lottery letters, broke their seals as directed by the warrant, found each and every letter to contain lottery circulars, and made a regular legal return of the same to the court. This furnished the material upon which to base five hundred and thirty-five separate cases against Leipheimer, in addition to the fifteen previously referred to. This action of Judge Evans and the inspectors caused the lottery press to vent its wrath in every conceivable manner. But it only showed the more how keenly the blow was felt.

The city of El Paso may be aptly termed the gambler's paradise. Games of chance of every kind prevail at all hours of the day and

night, and are participated in by representatives of nearly every race on the globe, who congregate there for the indulgence of this alluring diversion. It was only natural, therefore, that the lottery sharks should desire to be as near as possible to this class. Accordingly the Mexican town of Ciudad Juarez, formerly Paso del Norte, and connected with El Paso by two bridges crossed at frequent intervals by horse cars, was chosen as a convenient spot. Securing from the neighboring State of Chihuahua a concession to do a "banking" business, under the title of the "Mexican International Banking Company," together with the privilege of conducting a game of chance under the name of the "Juarez Lottery," the backers of the enterprise put up a large brick building in the Ciudad Juarez. General Mosby was employed at an unknown compensation to preside monthly at the "wheel of fortune."



JOHN S. MOSBY.

In May, 1891, a decision of the Supreme Court of Louisiana granted the Louisiana Lottery Company the prayed-for mandamus compelling the Secretary of State to promulgate the proposed Lottery amendment, in order to permit the voters of the state to pass upon the question of a renewal of the Lottery charter. This decision, coming so soon after the apparent defeat of the Lottery bill (by reason of its veto by Governor Nicholls and its failure to pass over the veto), raised the spirits of the Lottery people. The decision was published in full by the Lottery press and circulated widely. Recognizing its value as a Lottery advertisement, Paul Conrad made immediate arrangements for mailing vast quantities of the papers containing the full text to persons throughout the state. But when he concluded a little later to have these papers dumped into the post office as "sample copies" under the cent-a-pound rate, Inspector Maynard at once stopped this unlawful proceeding and collected

from the several newspaper offenders nearly $1,000 to cover the difference between the cent-a-pound rate and the legitimate rate as third class matter!

Just at this time the lottery combination at El Paso endeavored to retaliate. The El Paso *Times* published in the form of plate matter, some two weeks subsequent to the handing down of the decision, what purported to be a dispatch from New Orleans, headed "The Lottery Wins,"—giving a brief account of the Lottery decision. Postmaster James A. Smith, of El Paso, recognizing at once the real character of the "news," and acting upon the instructions of the Postmaster General, excluded that issue of the *Times* from the mails, and telegraphed to the Department for a ruling. Before a reply could be received the Lottery Company got out a warrant and placed Postmaster Smith under arrest, charging him with illegal detention of the mails. An hour or so later instructions were received from the Department releasing the papers, and they were promptly forwarded in the next outgoing mails. The postmaster gave bond, and upon consulting with Inspector Clum, who had been detailed to visit El Paso, concluded to waive examination and let the case go to the United States Grand Jury. At this juncture Postmaster Smith received a telegram from the Chief Inspector's office indorsing his action in stopping the *Times* and urging him to fight the case before the commissioner. This was done with such good success (the inspector acting as Smith's attorney), that the postmaster was triumphantly acquitted.

In June, 1891, Paul Conrad began to deluge the post office at New Orleans with large quantities of the *City Item* pamphlet containing the Supreme Court decision; and, in addition, neatly folded between the leaves of each pamphlet and concealed from view, was an ordinary express envelope containing the printed address of the New Orleans National Bank, the well known and long established agent of the Lottery. The scheme was a bold one. The pamphlets slipped through. Large numbers of them, however, reached the Department. The Attorney General decided that they were "repugnant to the provisions of the anti-lottery law" and therefore unmailable. The Chief Post Office Inspector's office at once telegraphed Mr. Maynard to take appropriate action. His diligence was

rewarded by the completion of perhaps five hundred separate cases based on circulars addressed to persons in nineteen different states, embracing more than thirty judicial districts, and a large number of the cases enabled prosecutions to be begun in three judicial districts of Texas, where the people and the courts were distinctly anti-lottery in sentiment. Operations were begun in the western district of Texas, where the coöperation of Judge Evans, as prosecutor for the Government, could be secured. Warrants were sworn out before D. H. Hart, United States Commissioner at Austin, against the following persons as defendants, all connected with the Louisiana State Lottery Company in an official capacity: Paul Conrad, President; Joseph P. Horner, Secretary; Directors: Jno. A. Morris, Frank T. Howard, Chapman H. Hymans, Felix Herwig, Paul O. Fazende, Joseph L. Herwig, L. Poche, W. Valeton, A. J. Bachemin, P. Voorhees, M. P. Arnoult, P. L. Labarre and J. E. Brulatour. Paul Conrad and the seven lottery clerks were arrested Aug. 26, 1891, in New Orleans, and on Sept. 1, 1891, before United States Commissioner Wm. Wright, waived examination and were bound over in the sum of $500, each to await action on the question of the issuance of the necessary writ of removal to the district in which the prosecution was begun.

The mailing of the pamphlets was thus brought to a sudden termination. But not for long. Conrad next resorted to the seal of first class matter to defend himself against detection, and he resumed the mailing of the pamphlets, enclosing them in sealed envelopes and prepaying them with postage at the letter rate. Inspector Fisher went upon the case. A large quantity of additional evidence was soon secured. Discovering this fact, the Lottery Company next began to mail matter surreptitiously at night in letter boxes remote from the main office. But soon they ceased doing this. The work in the Austin division had been superb, but in order that it might be done still better, the Posmaster General removed Mr. Maynard's headquarters from Austin to New Orleans and added the State of Mississippi to the district. Quicker communication with the Department was thus afforded, and the inspectors were better able to exercise a constant surveillance over the movements of the company.

The case involving the question of the constitutionality of the

anti-lottery law was known as the case of the United States vs. Dupre. On Jan. 17, 1891, Geo. W. Dupre, one of the editors of the *Daily States*, presented himself at the office of the postmaster at New Orleans and stated that he had come for the purpose of violating the anti-lottery law, intimating that it was proposed to test its constitutionality in the Supreme Court of the United States. He accordingly deposited in the mails a letter containing a Lottery ticket and a copy of a newspaper containing a Lottery advertisement, and submitting to arrest, was taken before United States Commissioner Wright, and held to answer in the sum of $250. Subsequently on Feb. 13, 1891, the defendant caused himself to be re-arrested, and on February 18th withdrew a former plea of "not guilty" and entered a plea of "guilty," and the case was sent to the United States Supreme Court. It was freely admitted that with the United States mails closed against it, the Lottery could not exist and at the same time pay into the coffers of the state $1,250,000 per annum; and it was evident, therefore, that the decision of the Supreme Court would practically decide the campaign in Louisiana either for or against the Lottery.

Both sides rested on their arms — the Lottery people with apprehension and bravado, the Department with quiet nerve and confidence. A terrific blow had been struck already. The amount of lottery business passing through the mails at New Orleans, during the first ten days of September, 1890, just before the passage of the new law, and that observed during the period from July 8 to 17, 1891, after the law had been in operation a little over nine months, were:

	Sept., 1890.	July, 1891.
Ordinary letters received by the Lottery	30,000	534
Registered letters received by Lottery's agent	8,464	41
Money orders paid to Lottery's agent	$1,635.98	$93.00
Postal notes paid to Lottery's agent	$8,275.86	$200.48

The following table shows the number of Lottery tickets found in letters opened in the Dead Letter Office:

Dec.	1889	935	June	1890	844	Dec.	1890	122	June	1891	46
Jan.	1890	1,211	July	1890	595	Jan.	1891	121	July	1891	36
Feb.	1890	1,013	Aug.	1890	559	Feb.	1891	65	Aug.	1891	28
March	1890	1,042	Sept.	1890	626	March	1891	66	Sept.	1891	35
April	1890	787	Oct.	1890	531	April	1891	58	Oct.	1891	49
May	1890	789	Nov.	1890	286	May	1891	60			

It is the imperative duty of every postmaster to see that a copy of this circular is kept posted over each letter drop in his office, and Inspectors are required to report at once to the Department any failure to do so.

CAUTION.

POST OFFICE DEPARTMENT,

Washington, D. C., January 27, 1891.

The attention of patrons of the post office is called to the fact that the law lately enacted prescribing penalties for using the United States Mails for the conveyance or transmittal of

LOTTERY

matter of any kind, applies as well to the person mailing money, money-orders, postal notes, or drafts to lottery companies or their agents, as it does to the lottery companies and their agents.

All persons are therefore warned *not to use the mails for such purposes*, and attention is called to the following extract from the law on the subject passed September 19, 1890:

Revised Statutes of the United States—

"SEC. 3894. No letter, postal-card, or circular concerning any lottery, so-called gift concert, or other similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise, shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawing, be carried in the mail or delivered by any postmaster or letter-carrier Any person who shall knowingly deposit or cause to be deposited, or who shall knowingly send or cause to be sent, anything to be conveyed or delivered by mail in violation of this section, or who shall knowingly cause to be delivered by mail anything herein forbidden to be carried by mail, shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine of not more than five hundred dollars or by imprisonment for not more than one year, or by both such fine and imprisonment for each offense."

BY ORDER OF THE POSTMASTER GENERAL.

6—26

A FAC SIMILE OF THE LOTTERY CAUTION NOTICE.

A decrease in the number of Lottery tickets received at the Dead Letter Office began in July, when it was evident that public sentiment against the Lottery was about to assert itself, and in November, 1890, as soon as the direct effect of the new legislation and of the instructions of the Department began to be felt, the number of Lottery letters received at the Dead Letter Office dropped fifty per cent.

The difficulties in the way of the post office inspectors were not the only ones to be encountered and overthrown. The exact interpretation of the law was difficult on some points. The determination and learning of General Tyner were required, as well as the persistent support of the Attorney General himself. The Department could not inaugurate an unreasonable crusade. It must show a logical enforcement of the spirit as well as the letter of the law.

Postmasters and prosecuting officers had to be posted upon the intricacies of the new legislation. It had to be stated that a distribution of prizes among certain persons did not necessarily imply a violation of the law. The award might depend upon the skill, learning, or calculative genius of the competitor. It certainly could not be held that an offer to give a prize for the best written essay on a given subject was a " scheme offering prizes dependent upon lot or chance." A newspaper publisher might invite his subscribers to figure on the result of an election, and offer prizes for the best estimates. A person well informed in political matters, taking into consideration the result of previous elections, the ordinary ratio of increase, the general condition of affairs, etc., might with some reasonable degree of accuracy, estimate the probable vote of the several contesting parties. Nor would it be a violation of the law for a newspaper publisher to offer a prize for "the most popular school teacher," in a certain district, the result to be determined by vote, each copy of the newspaper containing a coupon representing one vote. The same could be said of an offer to give a prize to the person making the nearest correct guess on the number of beans, shot, etc., in a certain jar. In this instance the competitor might make calculations which enabled him to form some idea of the probable number. Again, a prize might be offered for the largest list of words formed of the letters in a given sentence. It was evident that the result of such a competition depended upon skill and knowledge. A number of prizes might be offered for the solution of a certain

rebus, the awards to be made in the order of the receipt of the correct answers. The result in this instance depended upon the ingenuity and promptness of the participants in the contest. The same principle applied to schemes offering prizes for the best answers to historical or geographical questions, mathematical problems, or any other competition, the result of which depended upon the knowledge, skill or promptness of the competitor, and not upon mere chance.

But schemes of the character just described would become "schemes dependent upon lot or chance," if for instance, the managers should state that all correct answers to a certain rebus or series of questions would be numbered, and on a certain day a drawing would be held to determine which of the persons sending in the correct solutions should receive the prize or prizes. The skill of the competitor might place him among the favored class entitled to participate in the drawing for the prizes, but it did not avail in obtaining a prize. The person sending the last correct answer might receive the first prize, while the first person might receive nothing at all.

It was self evident that a publisher might offer prizes to a number of persons securing the largest lists of subscribers to his paper, without in anywise violating the law. This was in the nature of a reward for the best service. A merchant might also present a premium with every five, ten, or twenty dollars' worth of goods purchased of him; or he might give a present to anyone, who, as his agent in one sense, sold a given amount of a certain article. In the first instance, it was nothing but a rebate on the price of the goods, and in the other it was a price offered for a certain specified service. Soap manufacturers and tobacco dealers often pack coupons with their goods. If a certain number of these were returned to the firms, the sender would be entitled to a present. There was no chance in such a scheme, for every person presenting the requisite number of coupons received a prize.

The question whether a scheme "dependent upon lot or chance" was honestly conducted, or whether the offer was *bona fide*, or whether the prizes would be awarded fairly and precisely as stated, was never considered. The law denied the use of the mails to all "lotteries" and schemes of chance, and it did not limit such prohibition to fraudulent concerns. Nor did it alter its character if the participants in a lottery scheme or drawing, either as subscribers to a newspaper or

purchasers at a store, presumably received *quid pro quo*, or the value of their money, either in their subscription to the paper or their purchase. There were numerous decisions of the courts to the effect that the sale of any article, coupled with chances in the distribution of certain prizes, was a lottery. The value of a chance given with a subscription or a purchase was to all intents and purposes included in the price of the paper or goods.

The rule to be applied in the consideration of a presumed lottery scheme was whether the result was "dependent upon lot or chance." There was no doubt that any scheme where prizes were distributed among the holders of chances, or tickets, as the result of a drawing, was a lottery within the meaning of the law. A regular lottery was generally conducted in this manner, and it would be manifestly unfair to permit a merchant to do what the ordinary lottery company could not do. A merchant advertises that every purchaser at his shop up to a certain date will receive a numbered ticket entitling him to a chance in certain prizes. Previous to the distribution of tickets a number is selected at random, placed in an envelope, and sealed. At the time stated the envelope is opened, and the person holding the ticket bearing the corresponding number to the one in the envelope receives the prize. The result of this scheme is dependent entirely upon chance, for the purchaser is not supposed to know the number placed in the envelope, nor can any skill or knowledge enable him to ascertain the fact by an actual or approximate calculation. The same principle would apply where the purchaser was allowed to guess the name of a certain President of the United States contained in a sealed envelope.

A number of persons join in what is known as a "watch club." Each member agrees to pay so much a week. A drawing is to occur weekly, and the member whose name is drawn receives his watch and withdraws from the club. This is repeated until all the members have drawn watches. A member's dues cease as soon as he draws; consequently one person receives a watch for, say, one dollar, while another pays five dollars, and the last possibly forty dollars. This is undoubtedly a scheme dependent upon lot or chance, for each person joining the club takes the chance of getting a watch, probably valued at forty or fifty dollars, for one, two, or three or four dollars, etc. This same plan is used for "suit clubs," "overcoat clubs," etc.

So, schemes that came within the anti-lottery law were numerous and varied enough to suit the most exacting. Many of them were of a local nature and generally regarded as harmless in their character and effects. But the law vested no discretionary power in the Post Office Department, nor did it make any distinction between lotteries for charitable or religious purposes and those conducted as a regular business. They must all be treated alike. The law denied them the use of the mails in the conduct and furtherance of their business. The Department, however, must not desire to be unnecessarily harsh in the enforcement of the law, and newspapers were not detained on account of the advertisement of a lottery scheme when it was evident that the publisher acted innocently in the matter, and without any intent to violate the law. But if, after due warning, the publisher repeated the offence, then his paper must be denied admission to the mails. A sealed letter could not, under the law and ruling of the courts, be withdrawn from the mails on *mere suspicion* that it contained lottery matter. But the citizen was forbidden to use the mails for forwarding lottery matter, and this prohibition was morally binding upon him. Every person depositing a letter in the mails concerning a lottery was liable to prosecution under the postal clause of the law.

Foreign lotteries frequently flooded the United States mails with their circulars in sealed envelopes. Under a ruling of the Secretary of the Treasury, lottery tickets and lottery circulars and advertisements were liable to customs duties as "printed matter." Article 11 of the Universal Postal Union Treaty forbade the mailing of any article from one administration of the Union to another, which under the laws of the country of destination would be liable to customs duties; and as lottery tickets and lottery circulars and advertisements were dutiable, and were, therefore, unlawfully in the mails, they would be treated by custom officers as "forfeited goods." Postmasters at exchange offices were authorized to stamp matter which they had good reason to believe contained dutiable articles: "Supposed Liable to Customs Duties," and when a letter so endorsed reached the office of destination, the postmaster had to require the addressee to open it in the presence of the customs officer, or in the presence of himself, if he has been designated for that purpose by the customs officer; so that if lottery tickets or lottery circulars were found in the letter, it

had to be surrendered to the customs officer, or sent to him in a "penalty envelope."

This treatment of foreign matter, and the provision of the Act which related also to foreign newspapers containing lottery advertisements, was of very great importance. There was a Mexican lottery distributing its circulars, through a mailing agency at New York City, all over this country. Moreover, but a short time before several fraudulent lotteries were operated extensively through the mails. The most prominent of these were the "Cheyenne Lottery," the "Laramie City Lottery" and the "Wyoming Lottery." In these "lotteries" there were no drawings. The persons operating them simply secured money for alleged tickets. These concerns were broken up by the enforcement of the law in the United States Courts in New York City, where they were all operating by a gang known as the Pattee gang. Then they transferred their "business" to Victoria, Canada, and St. Steven's, New Brunswick, where they continued to flood the United States with newspapers and other advertising. A few years ago, there was in Broadway, New York City, a concern operating a German lottery, and selling lottery tickets as "Simmon & Co." Two of this firm were arrested and convicted in the United States Court. After his conviction Simmon went to Hamburg, where he continued to flood the United States with circulars.

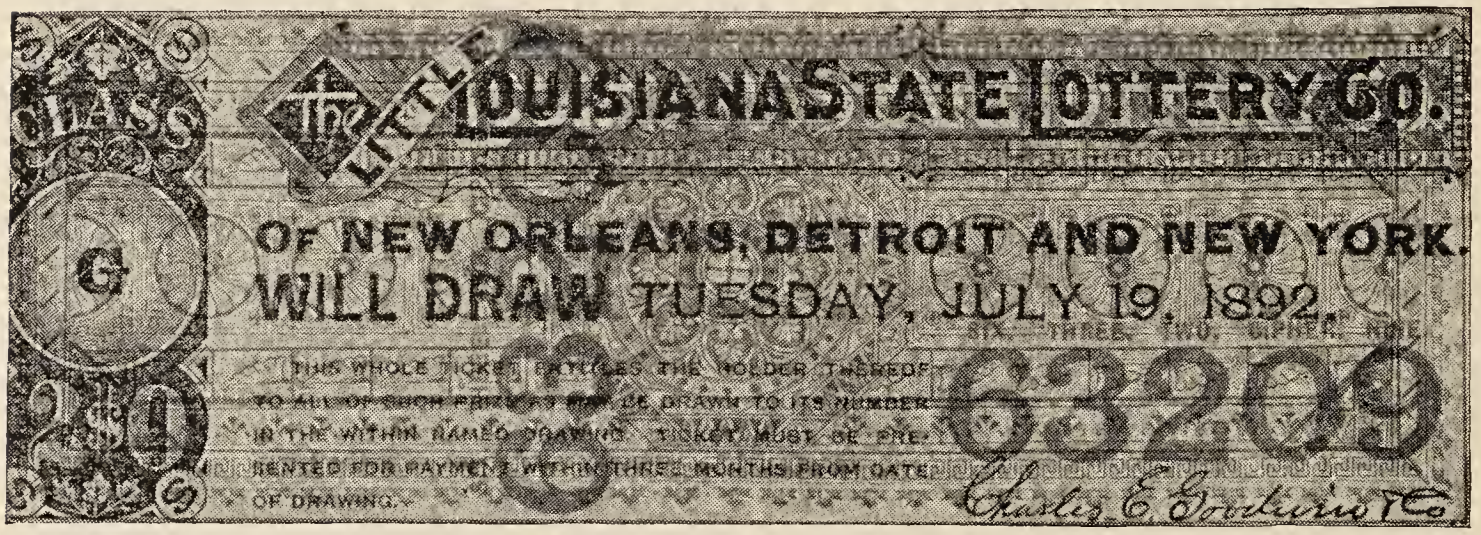
More important still. It would be a very simple thing for the Louisiana Lottery, with the great wealth at its command, to publish a newspaper in Canada, or in some other foreign country, and have it sent to pretended subscribers in the United States, precisely as they were sending out the magazine called "Family Fiction" from Washington City. Two tons weight of an edition (or 100,000 copies) of this lottery advertising magazine had been seized in the city of New York, having been printed there and forwarded by mail from New York in bulk, to the supposed representative of the lottery in Washington, where it was again distributed to the pretended subscribers. So, the Post Office Department not only transmitted this matter from New York to Washington in bulk, but again transported it to the supposed subscribers. Canada had been more exclusive. The customs authorities of the Dominion issued a few years ago an order forbidding the sending into Canada, through the mails, of copies of a couple of criminal papers published in New York City. Large

quantities of these papers were held back on the postal cars from the Canadian mail, and the postal clerks in charge had orders not to send any copies of these papers across the line.

The lotteries could not only send the tons of fraudulent matter into the United States, but they could spring up anew like mushrooms. In 1889, in the city of New York, about a million and a half of lottery tickets were seized, all appertaining to the following lotteries:

"The Original Little Louisiana Company of San Diego, Cal."
"Supplement to the Louisiana Lottery, Kansas City and New York."
"The Oakland Little Louisiana Company of Oakland, Cal."
"The Original Little Louisiana Company of San Francisco."

In June, 1890, at the "Hamilton Bank Note Company," 100,000 tickets of the "California Little Louisiana Company" were seized



A FAC SIMILE OF A BOGUS LOTTERY TICKET.

There was no town named upon the ticket, and, to all intents and purposes, it was a Louisiana Lottery ticket. The words under the title were:

"The Louisiana State Lottery Company will draw at New Orleans on Tuesday, August 12, 1890, the regular monthly drawing."

But these tickets were all sold at twenty-five cents for the half ticket and fifty cents for the whole ticket. This ticket further said:

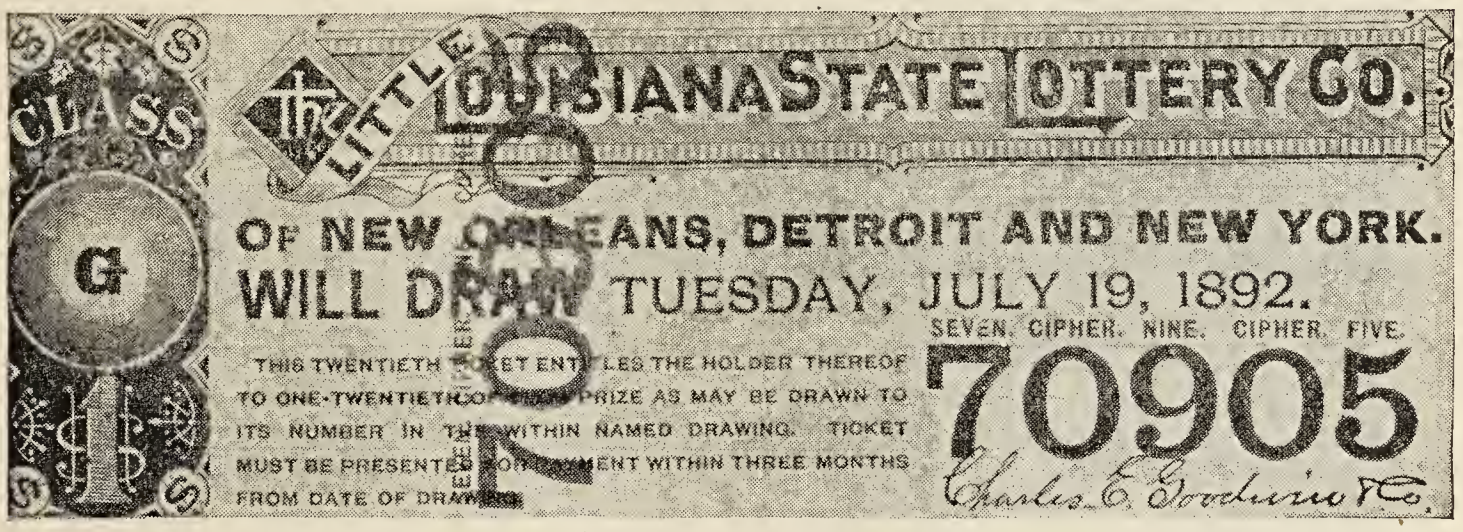
"This one half ticket entitles the holder thereof to *one quarter* of such prize as may be drawn by the corresponding number of the one dollar coupon of the above named drawing."

This was printed in fine type, which the ordinary ticket buyer would never think of reading. After this seizure of 100,000 tickets

79,000 tickets of the "Supplement to the Louisiana Lottery," of Kansas City, Kansas, were seized. Not long after a person in New York undertook to counterfeit German lottery tickets. He was detected through the honesty of the engraver to whom he went to have his dies made for printing these bogus tickets; and the man was convicted and sentenced.

Attractive characters, the anti-lottery fighters of Louisiana, grim, courageous, brilliant-minded, prevailing against terrific odds, deserving honorable places on the scroll of public virtue.

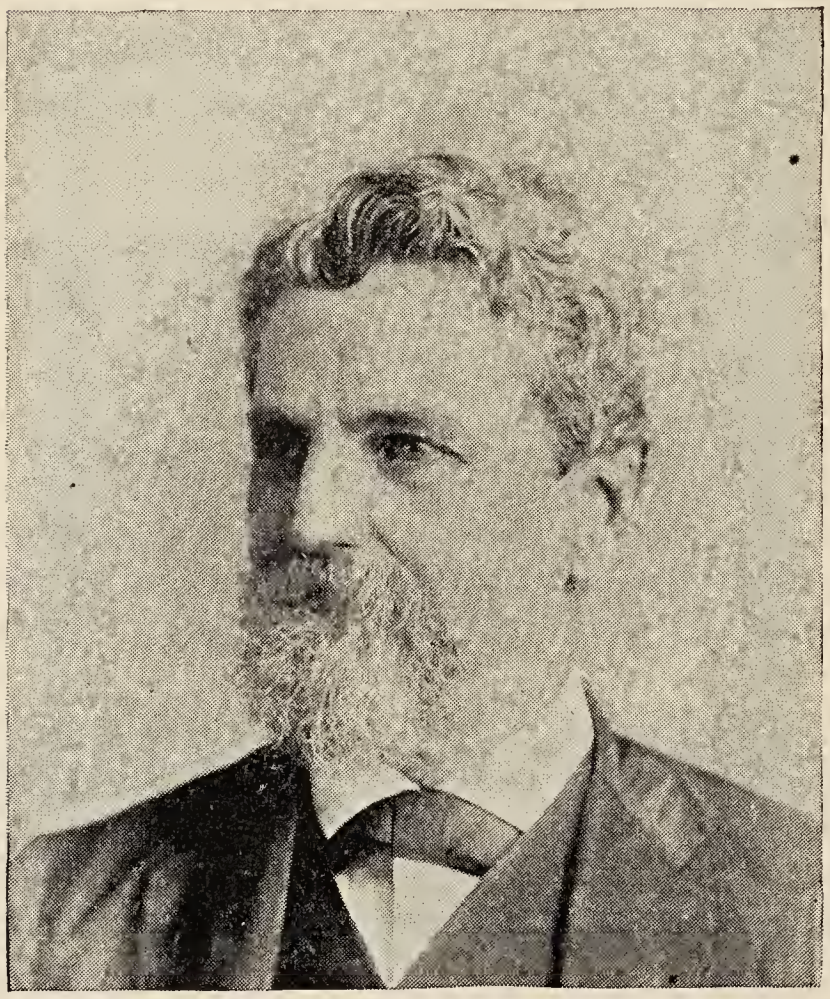
The leader among leaders in the great fight against the Lottery was Governor Francis Tillou Nicholls, now Chief Justice of the Supreme Court of the state. He was born in Donaldsonville, in the parish of Ascension, Louisiana, August 20, 1834. His father, Thomas Clark Nicholls, one of the men wounded in the skirmish with the British, December 23, 1814, just before the battle of New



ANOTHER FAC SIMILE OF A BOGUS TICKET.

Orleans, was member of the General Assembly and judge of a District Court for many years, and in 1843 was appointed senior judge of the Louisiana Court of Errors and Appeals. His mother, Louise H. Drake, was a sister of the poet, Joseph Rodman Drake. Governor Nicholls graduated at West Point in 1855, and was assigned to the Third Artillery. He served against the Seminoles, and was on the frontier in 1856; but he resigned his commission that year and engaged in the practice of law at Napoleonville, La. In 1860 he married Miss Caroline Z. Guion. In 1861 he entered the Confederate Army as a captain in the Eighth Louisiana Infantry. He gradually rose to the rank of brigadier-general, served under Stonewall Jackson, lost his left arm at Winchester, Va., and was captured; but he fell into the hands of old army friends, who treated him as a guest rather than a prisoner. At the battle of Chancellorsville, he lost his left foot also, but he continued in service till the close of the war. Then he returned to the parish of Assumption and resumed the law. He was elected Governor of Louisiana in 1876, and served with distinction till 1879. Later he was appointed to the Board of Visitors to West Point and was made president of that body. He

was reëlected governor in 1888. In his message to the legislature Governor Nicholls attacked the Lottery in the most vigorous style, and throughout the bitter struggle that ensued remained true to the sentiment expressed in the closing paragraph of that celebrated document: 'At no time and under no circumstances shall I permit one of my hands to aid in degrading that which the other was lost in seeking to uphold, the honor of my native state.' History presents few grander figures than the 'one-armed, one-legged hero-governor, Francis T. Nicholls.' In the face of fearful odds he led the fight to victory. The whole country applauded when he was appointed Chief Justice. Governor Nicholls preserves the bearing and manner of a trained soldier, erect and courtly. He belongs to one of the oldest families of his state, and besides practising law, has been nearly all his life a sugar planter. He has a very interesting family, to which he is greatly attached.



EX-GOVERNOR FRANCIS T. NICHOLLS.

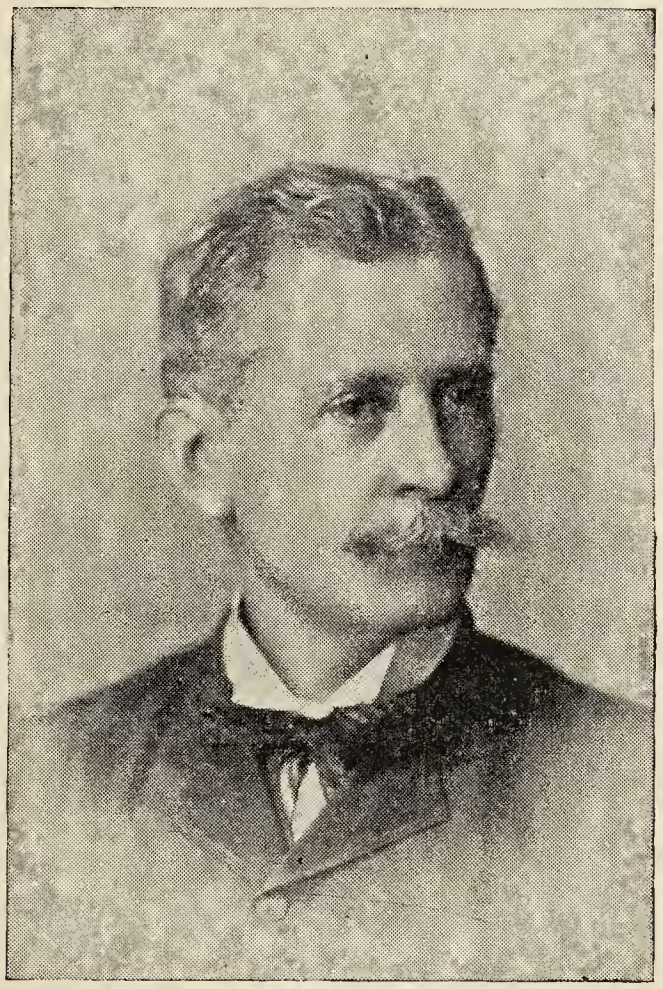
Hon. Randall L. Gibson, lately United States Senator, was a native of Kentucky. From childhood, however, he had been a resident of Louisiana; for his father established an extensive sugar plantation at "Live Oak," in Terrebonne parish. Senator Gibson graduated from Yale, studied law in the University of Louisiana, and commanded a fighting brigade during the war. He was a broad-minded gentleman, and labored earnestly for the interests of his state. He served four terms in the National House of Representatives, and was serving his second term as United States Senator when death deprived his state, his neighbors and his friends of one of their most devoted lovers. One of his most successful achievements was the creation of the Mississippi River Commission, according to the plans of his close friend, Captain James B. Eads. It is likely that Senator Gibson accomplished more for the advancement of education in Louisiana than any other man of his generation, for it was through his instrumentality that the late Paul Tulane, of Princeton, New Jersey, donated over a million dollars for the endowment of the Tulane University in New Orleans. Senator Gibson was the President of the Board of Trustees of this institution, and took a deep interest in its development. He was also a trustee of the Peabody Fund, a regent of the Smithsonian Institution, and an administrator of the Howard Library of New Orleans. He had travelled widely, and was a student of the best literature, as well as of public questions.

Hon. Edgar H. Farrar has been called the strongest advocate against the

Lottery in the entire number of eloquent speakers. He comes of an old Louisiana family. He graduated with high honor at the University of Virginia, studied law, and soon drew to himself a large practice in New Orleans. He is a man noted for the aptness and vigor of his utterances, whether before the bar of justice or upon the forum of public discussion. He has had the rare ambition of possessing no political ambition whatever.

Colonel William Preston Johnston is one of the most notable men in the whole South. He is a native of Kentucky, the son of General Albert Sidney Johnston, famed in the Confederate Service. Colonel Johnston is a graduate of Yale, and his literary works, notably a book recently published discussing the plays of Shakespeare, have earned the recognition of the best critics. Colonel Johnston has been for several years President of Tulane University, the intellectual centre of Louisiana, and under his thoughtful direction this institution has greatly stimulated the general cause of education. He is a man of the most attractive personal character. With all his intellectuality he combines amiability and modesty in a notable degree; and with all his other accomplishments, he is a lecturer and poet.

Hon. W. G. Vincent is an old-time New Orleans merchant, a man of much public spirit and of charming personal characteristics. He was at the head of the Anti-Lottery League. Though long since past the meridian of life, he has mastered the art of growing old gracefully. He is a cultivated gentleman and much beloved.



HON. WALTER H. ROGERS,
Late Attorney General of Louisiana.

Hon. Walter Henry Rogers was the indomitable attorney general of Louisiana during the great lottery fight. He is a native of New Orleans, and graduated from the local high school in 1860 with highest honors. His commencement address attracted wide attention; but at seventeen, just as he was preparing for the University of Virginia, the war broke out, and Mr. Rogers enlisted in the New Orleans Cadets, the first volunteer company in Louisiana. He did not surrender until May 16, 1865, at Meridian, Mississippi. His ancestors, the Grays of England, were celebrated for their valor. Mr. Rogers graduated from the University of Louisiana in 1866, being the second time the valedictorian of his class. The same year he became a member of the Louisiana Legislature. From 1876 to 1880 he occupied the bench of the Fifth District Civil Court, until he was elected judge of the Court of Appeals. In 1884 he resigned to resume the practice of his profession, and was elected city attorney of New Orleans. He was a supporter of the candidacy of General Nicholls, acting as a member of his Executive

Committee, and as Chairman of the Committee on Credentials, and he was put upon the ticket for attorney general. His arguments in the famous case of the State of Louisiana vs. the Louisiana State Lottery Company were master works of eloquence and law. He was a delegate to the Chicago Convention of 1892. Judge Rogers has been President of the Veterans of the Army of Tennessee, and President of the Board of Directors of Camp Nicholls, the soldiers' home of Louisiana, and he has been a brigadier general on the staff of General Gordon, Commander-in-Chief of the United Confederate Veterans. The domestic life of Judge Rogers has been most happy. Three daughters complete his home circle.

Mr. J. Ward Gurley, Jr., is one of the gallant band of lawyers who waged war so valiantly against the Lottery. He inspires confidence everywhere, and though slower than some others to take up the Lottery fight, he evinced, when once engaged in it, an activity truly surprising. He enjoys a lucrative practice, and is a remarkably successful advocate.

Col. James Davidson Hill is one of the foremost citizens of New Orleans. He had always opposed the Lottery. In 1877, while a member of the Legislature, he advocated the repeal of the Lottery charter, and the act of 1879, which should have been the death blow of the Lottery, was introduced by him. His friends urged him for speaker, but the influence of the Lottery defeated him. When the renewal of the charter was attempted, he threw his whole strength in with his old-time friends. He was a member of the Executive Committee of the League, and Chairman of the Committee on Conference with the Farmers' Alliance, and to the effective work of his Alliance Committee, in Lafayette in August, 1891, which resulted in the Lafayette Compact, the success of the anti-lottery cause is to be mainly attributed. The Farmers' Alliance stood true. The anti-lottery ticket was elected, the proposed amendment defeated. Colonel Hill is President of the Louisiana Printing and Publishing Company, which publishes the New Orleans *Delta*, the official organ of the Anti-Lottery League, and his activity in campaign work, until the inauguration of Governor Foster, was hardly surpassed.

Judge Frank McGloin is a distinguished lawyer, who has already occupied with great credit a seat on the bench of the Court of Appeals of New Orleans. Of Irish ancestry, he exhibits in his personality the wit, good nature, and pugnacity of that race. His diversion is literature, and he has produced several notable works in poetry as well as prose.

Colonel C. Harrison Parker is a Mississippian by birth, who from his early manhood has followed the profession of journalism. He has held prominent positions on many of the leading journals of New Orleans, and has secured, along with his acknowledged great energy, a reputation as an uncompromising reformer. In 1881 he was editor-in-chief of the *Picayune*, and he inaugurated a fight in the Democratic party which culminated in the election of Governor Nicholls in 1888. He was appointed a state tax collector by Governor Nicholls. He was one of the organizers of the Anti-Lottery League, and was chosen chairman of the Executive Committee, and conducted the correspondence incident to the organization of the movement throughout the state. He organized a company for the publication of the *New Delta*, and he has been the editor and manager of that paper since its foundation. The *New Delta* fought the combined daily press of the

state, backed as it was by Lottery millions; but its cause, though one of the most unequal, was one of the most gallant in the history of journalism.

Colonel John Curd Wickliffe, the co-editor with Colonel Parker in the management of the *New Delta*, was born in Lexington, Kentucky, in 1854. He is a son of Hon. John Creps Wickliffe, a grandson of Charles Anderson Wickliffe of Bardstown, a former Governor of Kentucky and Postmaster General, and a nephew of Hon. R. C. Wickliffe, who was Governor of Louisiana in 1856. He is a lawyer as well as a journalist, and was district attorney for Grant and several adjacent parishes from 1884 to 1888. He was one of the original seven to form the Anti-Lottery League, and became Secretary of the Democratic Anti-Lottery League, Secretary of the Campaign Committee, and Chairman of the Committee on Speakers. His caustic editorials and his not infrequent magazine articles did much to raise public sentiment against the Lottery in the North as well as amongst his neighbors.

Rev. Benjamin M. Palmer, D. D., LL. D., was born in Charleston, S. C., in January, 1818. He graduated from the University of Georgia in 1838, and after three years of theological study was licensed by the presbytery of Charleston. He was ordained in the autumn of 1841 and installed as pastor of the First Presbyterian Church in Savannah. In 1843 he was transferred to the pastorate of the Presbyterian Church at Columbia, S. C. That relation was continued for fourteen years; and in addition Dr. Palmer filled, from 1853 to 1857, the chair of church history and polity in the seminary at Columbia, and he was one of the editors of the *Southern Presbyterian Review*. In 1856 he became pastor of the First Presbyterian Church of New Orleans, where, after a pastorate of thirty-six years, he remains, at seventy-five, one of the most loved and learned clergymen of the South. He was the first moderator of the Southern General Assembly, organized in 1861, and he has served in ten general assemblies. In 1853 he was chosen to the chair of Hebrew in the theological seminary, then just organized, at Danville, Ky.; in 1860 he was elected to the chair of pastoral theology in the seminary of Princeton, N. J.; in 1874 he was called to the chancellorship of the Southwestern Presbyterian University of Clarksville, Tenn.; and in 1881 he was appointed a professor of pastoral theology in the seminary at Columbia. But all of these positions he declined. Dr. Palmer is one of the most eloquent preachers in the South, and the beauty of his diction, the loftiness of his thought, and the fluency of his expression, are unsurpassed by any preacher of his denomination. The crusade which he preached against the Lottery was magnificent, and was the chief cause, doubtless, of the general opposition of the church in Louisiana.

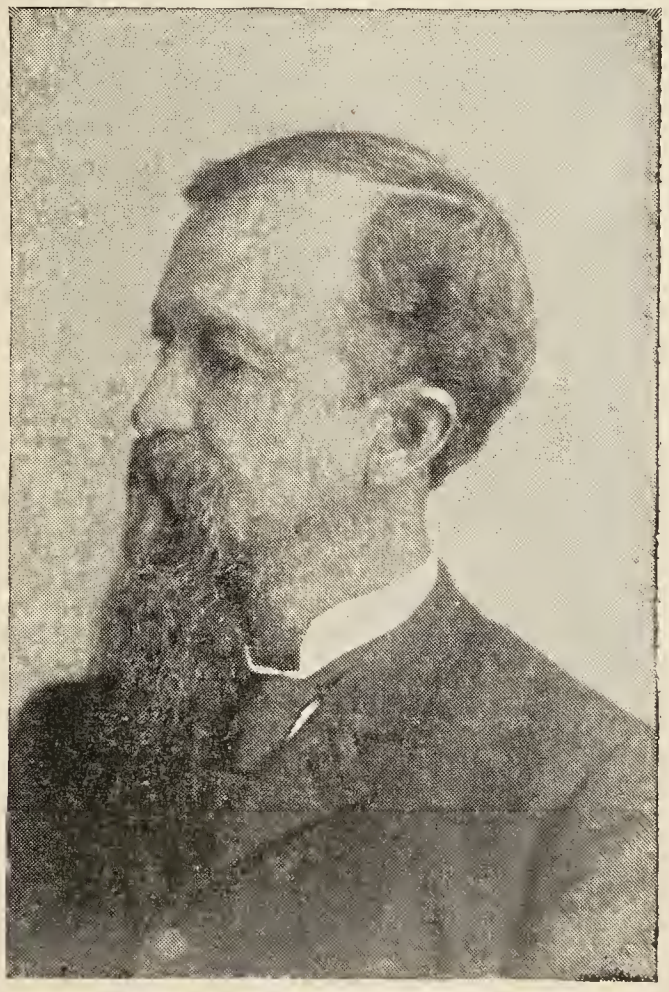
Rev. Max Heller, Rabbi in charge of Temple Sinai, was the brave and eloquent leader among his people, as Doctor Palmer was among his. He was born at Prague, in Bohemia, in January, 1860, graduated from the Gymnasium in 1879, emigrated to America in the same year, and entered almost immediately upon the courses in the Hebrew Union College and McMechin University of Cincinnati. He graduated from the former as Rabbi in 1884, and from the latter as Bachelor of Letters in 1882 and of Master of Letters in 1884, and held positions as Rabbi in Chicago and in Houston, Texas. Rabbi Heller is a man of wide learning, as well as of intense enthusiasm, and his work in the fight which Louisiana waged almost single handed in behalf of the entire Union, was of extreme importance.



ANTI-LOTTERY LEADERS OF LOUISIANA.

Hon. Frank Adair Monroe was born at Annapolis, Maryland, in August, 1844. His paternal grandfather was Thomas B. Monroe, who removed to Kentucky toward the close of the last century, and married a daughter of General John Adair, Governor of the state, and for nearly thirty years a judge of the District Court of the United States. Mr. Monroe's father was appointed by Pierce Chief Justice of the Supreme Court of Washington Territory. His maternal grandfather was William Winder Polk, an officer of the United States Navy. Mr. Monroe attended the Kentucky Military Institute, entered the Confederate army, and was wounded and captured. He was elected judge in 1872 and 1876, and in 1882 was appointed to his present seat. As vice-president of the Anti-Lottery League Judge Monroe's labors were indefatigable. He organized clubs in all of the wards of New Orleans, and his forcible address compelled the earnest support of many. He ranks easily among the first of Louisiana's judges.

Hon. Thomas S. Adams, Secretary of State of Louisiana, is a farmer. He was the president of the Farmers' Alliance of the state, and his wide influence and high character enabled him, apart from his leadership in a political party which arrayed itself almost solidly against the Lottery, to be of the greatest service. He was, indeed, nominated for the office of governor by his party, but, believing that Governor Foster would make the better fight, loyally withdrew. Mr. Adams is distinguished for his towering, slender figure of six feet four inches. He lives in what is known as the "hill country," and he is a typical Highlander.



HON. MURPHY J. FOSTER.

Governor Murphy J. Foster comes from the southwestern part of the state — the beautiful Teche country, celebrated in Longfellow's Evangeline. Although long prominent in political affairs, Governor Foster attained his greatest prominence by his activity in the anti-lottery struggle. He made his first speech in the legislature in opposition to the re-charter, and soon found himself a leader at the very front. He is yet a young man, but possessed of truly remarkable energy and courage, and he has developed executive capacity of the first class. His fellow citizens are also proud of him for the grace with which he and his wife preside over the Executive Mansion at Baton Rouge.

Hon. Don Caffery comes from the same parish with Governor Foster, of whom he is a connection. He is a successful lawyer and an eloquent speaker, popular in every way. He is a state senator, lives in the centre of a fine sugar raising district, has given close attention to sugar raising, and is interested in the largest sugar factory in Louisiana. He combines a kind and sunny disposition with his notable fortitude, and was appointed United States Senator by Governor Foster to fill the vacancy caused by the death of Senator Gibson.

Mr. Edwin T. Merrick, Jr., son of Hon. Edwin T. Merrick, who was twice elected Chief Justice of the State of Louisiana, is a scion of an old and most distinguished family. He was born in 1859 in the parish of Pointe Coupee, and is a graduate of Vanderbilt University, and a leader among the younger members of the New Orleans bar, possessing a rare reputation for care in the preparation of his cases, as well as for zeal in trying them. He was one of the first to enlist for the war against the Lottery. Thoroughly devoted to his profession, he went in without personal or political aspirations, but solely to fight as hard as his strength would permit him. As chairman of the Federal Sub-Committee, Mr. Merrick was the author of several articles in support of the Anti-Lottery Postal Law. His characteristics are public spirit, integrity and ability. Added to it all, his home life is most happy.

Hon. James D. Coleman is a high official of various social organizations. He is a member of the New Orleans bar, a fine speaker and just as fine a citizen. He was born in New Orleans, in December, 1844, and was a Confederate volunteer at sixteen, a member of Company D, of the noted Crescent Regiment of New Orleans. His father cut short his military career, however. He was put to college in Paris and subsequently in Germany, and returned to New Orleans in 1865, and graduated with honor from the Law Department of the Louisiana University in 1867. He has been for three successive terms unanimously elected Supreme President of the Catholic Knights of America, and by appointment of the Archbishop of New Orleans he was a vice-president from Louisiana to the Baltimore Catholic Congress. Mr. Coleman was one of the first to see the future terrors which would result from continued Lottery domination, and, long before the public agitation against the re-charter, his voice was heard in condemnation of it. He was one of the first to sound the alarm: "Death to all lotteries!" He was a member of the Executive Committee of the Anti-Lottery League. He assisted in founding the *New Delta*, and he is still one of the directors of that courageous journal.

Hon. Ernest B. Kruttschnitt is one of the most prominent of the younger lawyers of New Orleans. Indeed, he possesses some of the qualities of his distinguished uncle, Judah P. Benjamin, formerly United States Senator and Secretary of State of the Confederacy. Mr. Kruttschnitt has been conspicuous in public enterprises. He was for several years a member of the Board of School Directors of New Orleans, and he always takes a warm interest in educational matters. He was a member of the Anti-Lottery Committee. He is short in stature, and, though inclined to stoutness, is quick in his movements, and speaks with such rapidity as to baffle the skill of the most expert stenographer.

Mr. A. A. Woods is a prominent merchant of New Orleans, and was one of the first to espouse the anti-lottery cause. His was the greater bravery, for hardly a merchant in the city but felt the power of the monstrous monopoly which ruled her for so many years. His influence, too, was the greater on this account, and his judgment and business tact were found of the greatest value.

Mr. J. M. Foster, a prominent citizen of Shreveport and a man of strongly marked characteristics and much respected for his integrity and public spirit, was one of the most persistent opponents of the lottery. He did especially good service in arousing public sentiment against the Lottery. Determination and

frankness are marked traits of Mr. Foster, and he brought them into full play in the anti-lottery fight.

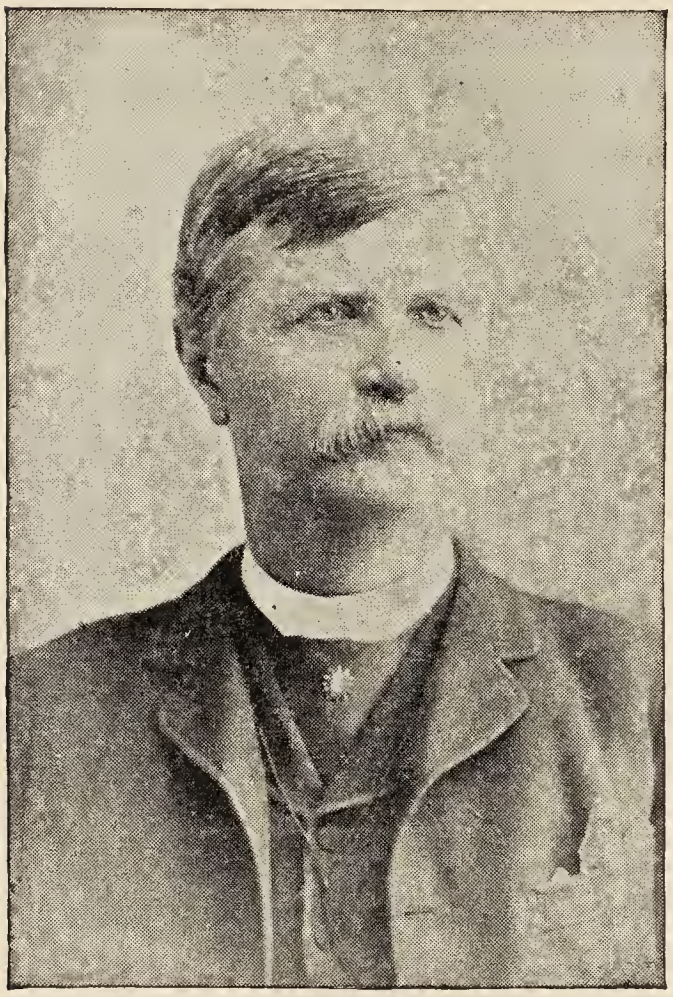
Hon. Theodore S. Wilkinson, formerly a member of Congress, is a descendant of the celebrated General Wilkinson of the United States Army. His family has long been prominent in Louisiana affairs. One of his brothers is a member of the United States Board of Appraisers, and another occupies a responsible position in charge of the Louisiana Quarantine Station. He is engaged in sugar planting. In the Lottery fight he was at the head of the State Committee. He is a man of fine presence and of the highest character.

Hon. Frank P. Stubbs, a prominent lawyer of Monroe, is one of the wealthiest citizens in the northern part of Louisiana. His strong convictions and his wide influence among the people of his region made him one of the most successful leaders in the anti-lottery campaign. He is an active member of the Episcopal Church.

Hon. Edward D. White, United States Senator, is the son of a former governor of Louisiana. Though comparatively young, his career has been most active, for he has been a state senator, an Associate Justice of the Supreme Court of his state, and already, in his first term in the United States Senate, his eloquence has attracted marked attention. Besides being a lawyer of the first rank, he possesses one of the finest sugar plantations in Louisiana. His frame is robust, his energy and his capacity for work almost unlimited. He is a graduate of Georgetown College, and an earnest member of the Catholic Church. His manners are extremely popular, and benevolence is a marked trait of his personality.

Hon. Charles Parlange was born in 1851 in New Orleans, and he has always resided on the family plantation in Pointe Coupee Parish. He went to school after the war at Centenary College, in Lexington, Louisiana, and began the practice of law in 1873. In 1878 he was appointed by President Hayes as one of the representatives of Louisiana at the Paris Exposition. In 1879 he was a delegate to the Constitutional Convention of Louisiana. He was the youngest man but one in that body, but the present judicial system of the state is based upon his *project*. He has been a member of important committees in three state senates. In 1881 he welcomed the French delegates to the Yorktown Celebration in an eloquent address in French. In 1885 he was appointed United States District Attorney for the Eastern District of Louisiana. He has been three times a delegate to Democratic national conventions. He has always been an uncompromising foe of the lottery. It was his motion in the Constitutional Convention in 1889 to strike out the article recognizing the Lottery that precipitated the whole debate upon this topic, and the first meeting of the Anti-Lottery League of Louisiana took place in his office on February 12, 1890. But twelve persons were present. From the beginning Mr. Parlange was a member of the Executive Committee of Five. In April, 1890, he originated the idea of appealing to the whole nation and to Congress for anti-lottery legislation, and he prepared an address, which, being adopted by the League, was sent to President, cabinet ministers, senators, and representatives. At the 1890 convention of anti-lottery men, held at Baton Rouge, Mr. Parlange addressed the delegates in French. He was chosen chairman of the Democratic Anti-Lottery State Executive Committee. He devoted his whole time and energy to the duties of this position, until the state conven-

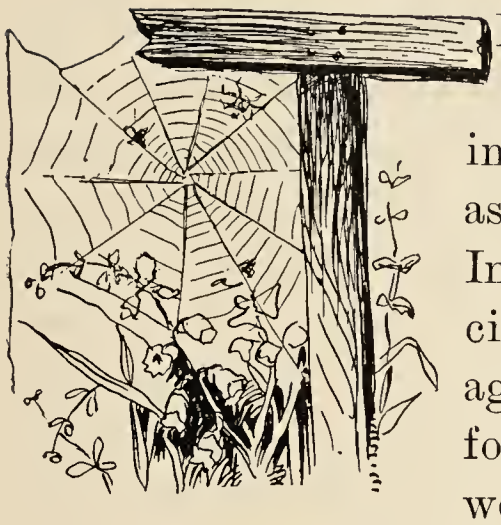
tion, which met in 1891, nominated him for lieutenant-governor. Mr. Kruttschnitt succeeded him as chairman of the State Committee. From February, 1890, until the state election in 1892, which elected the anti-lottery state ticket by a great majority, Mr. Parlange devoted nearly his whole time to the cause. He corresponded with authorities out of the state, and canvassed many parts of Louisiana, frequently addressing his audiences in French. He is a law partner of United States Senator White, and a typical Creole gentleman.



GEN. GEORGE D. JOHNSTON.

General George D. Johnston was born in Raleigh, N. C., fifty-seven years ago; but his parents removed to Alabama when he was only two years old. Young Johnston entered Howard College, at Marion, Ala., and graduated first in his class at nineteen. He then studied law at the University of Virginia, was admitted to the bar at Marion, and was soon elected a member of the Alabama Legislature. When the war broke out he was commissioned a second lieutenant in an Alabama regiment, served in the Armies of Northern Virginia and of Tennessee, and was promoted to a brigadier-generalship. He was wounded seven times, and was for a while a prisoner in Fortress Monroe. After the war he resumed the practice of his profession, but before long accepted the post of commandant of cadets at the University of Alabama. Later he accepted the presidency of the State Citadel Academy of Charleston, a military institute. He resigned this post to enter the anti-lottery fight, and he not only did effectual service in the East and the North, rousing public sentiment and raising money by the thousand, but made speeches at home for the Foster-Parlange ticket. He has been a lifelong friend of Senator Morgan, is a devoted friend of Dr. Palmer, and was appointed to the Civil Service Commission on the recommendation of the Louisiana senators and others. His work for the anti-lottery cause drew the President's attention to him.

DEVIOUS METHODS OF LOTTERY MEN.



THE work performed in the other post office inspection divisions was not as general as in Louisiana and Texas, but it was as effective as it could be in the more limited fields. Inspector Seybolt, in charge of the San Francisco division, secured the arrest of ten lottery agents, six in the northern district of California, and four in the southern; and they were all indicted. When the anti-lottery law went into effect, he called on the publishers of the daily papers in San Francisco, and explained its provisions. He was assured that they had no desire to violate the law, and that they would in future publish two editions of their paper, one containing the lottery advertisements, which would be circulated by means of carriers, the other to be free from such matter and sent through the mails. The proprietors of papers publishing two editions agreed to furnish the inspector's office with copies of them, so that it might know that they were doing as they had agreed. Considerable annoyance was caused, however, by this arrangement. Many persons receiving the papers in the city or by carrier sent single copies through the mails to friends at a distance, not knowing that the paper contained lottery matter, and with no intention of violating the law; and many cases of this kind were made up for investigation. In every case inquiry proved that the publishers of the paper were not at fault; and where evidence was procured against persons mailing them, the United States Attorney advised that no prosecution be made, for the reason that there was no intention to violate the law.

In the Denver Division Inspector Patterson was able to report, by Sept. 25, 1891, that there was not a lottery in Colorado which used the United States mails to distribute tickets or circulars; as there

was not in New Mexico, Arizona, Utah or Wyoming. The new lottery law and the agents of the Postmaster General did it. Arthur C. Johnston and Jerome H. Boyd were the most persistent lottery men with whom the Denver inspectors and District Attorney Fleming had to deal. They were indicted five times for knowingly depositing lottery circulars in the mails, and for violating the section of the new act against using a fictitious name for conducting and promoting, by means of the post office, a lottery business, an unlawful business under the laws of Colorado. The first indictment was returned Dec. 21, 1889; the last four July 12, 1890. Jan. 24, 1890, Johnston was convicted under the first indictment, and Boyd, at that time simply a reputed clerk for Johnston, was acquitted by the jury. Johnston was fined $150 by the court, and paid costs; and then proceeded cautiously to reorganize his lottery scheme, using the mails after his conviction very warily at first. He began his lottery enterprise in Denver under the name of A. C. Ross & Co., conducting thereby what he called the Denver State Lottery, and pretending to act as agent for a man in the East named A. C. Ross. Finding himself still observed by the inspectors, he and Boyd actually incorporated themselves into a bank, which they called the Bank of Commerce of Denver, and rented a building and fitted it up with costly furniture. The opening of the new bank was delayed on one pretext or another; and Johnston and Boyd, behind the doors and partitions of the building, prepared their lottery circulars, which they succeeded in depositing, by the hands of their unknown employees, and frequently by themselves, in the post office and in the letter boxes of the city. Being detected in this, they again changed front, and operated for awhile under the name of "B. F. Rhodus," as agents for their lottery. By this time, evidence of the fictitious character of the firm name, A. C. Ross & Co., having been secured, arrests upon a mass of letters as addressed and already in the district attorney's hands, began to follow in quick succession. Every day for awhile, and then every other day, they were brought before the United States Commissioner and required to furnish bonds until some fifteen separate prosecutions accumulated against them. But it was apparent that the business was entirely broken up, and upon promises by the chief offender never again to misuse the mails and to leave the state and reform,

only a fine was imposed. Others were fined. The Weeks brothers were sentenced to from four years to three years and six months in the Detroit House of Correction — the severity of the sentence due to the barefaced swindle (an alleged piano raffle) which they endeavored to perpetrate. A summary of the work on the Denver division showed twelve persons prosecuted under fourteen indictments. Of these, ten were convicted or pleaded guilty, one got off, and one was not found.

In the Chicago division thirty-five arrests under the lottery act were made. Of this number twelve were lottery agents, thirteen were publishers, and ten were citizens arrested for mailing cards or letters to the Louisiana Lottery or its agents. C. E. Gould, alias L. S. Loring, agent for the Louisiana Lottery, was arrested January 15 at Chicago for conducting a lottery business through the medium of the mails. Uncontrovertible evidence of the mailing of large quantities of lottery letters, circulars and tickets was secured; and the sagacious attorney for the Lottery Company advised his client to plead guilty and make no defence in order that the evidence might not be brought out. This was done. The fine of $500 was regarded by many as nothing more than a mild license which an agent of the Lottery could well afford to pay once in every thirty days and still feather his nest with swan's down, especially since a private individual was fined twenty-five dollars and costs for mailing a single postal card to the Lottery Company asking the date of a drawing, and this agent was mailing ten thousand of these lottery circulars and letters monthly. Ben Hotelin (alias F. M. Orr), Alfred Smith, Fannie Newbauer and James Newbauer, lottery agents of Milwaukee, were arrested March 24. James Newbauer pleaded guilty and was fined $500 on each count; Mrs. Newbauer pleaded guilty and was fined $50. Smith, a colored porter, was held as a witness and Hotelin was acquitted. Newbauer was sent to jail for twenty days for contempt of court. The same persons were arrested again March 27 in the western district of Wisconsin. Mrs. Newbauer pleaded guilty and was fined $50. The Newbauer fines amounted in all to over $3,000.

In the Chattanooga division twenty arrests were caused; thirteen of newspaper proprietors or employees charged with mailing newspapers containing lottery advertisements or prize schemes; six of

private individuals charged with mailing postal cards containing matter pertaining to lotteries; and of one charged with depositing circulars for the purpose of advertising a bond lottery scheme. It was the policy of the district attorneys throughout the South to bear lightly on these offenders in cases where ignorance of the law was pleaded. But the telegraphic order that prompt action should be taken by inspectors to enforce the anti-lottery law was obeyed to the letter. Inspectors in the field struck promptly and fearlessly, and they struck some of the influential publishing companies. The operations of the Lottery Company became so feeble that they were scarcely perceptible. The act of writing and mailing postal cards was usually confessed, and the district attorneys advised that no proceedings be instituted. In almost every post office in the South there was conspicuously posted the lottery caution card. It was the first information the masses of the people had of the passage of the law.

The Cincinnati division reported that in the district of Indiana no arrests at all were made. In Ohio there were a dozen or more. There were several cases of the violation of the lottery act in the mailing of newspapers which contained lottery advertisements; but it was the policy of the United States attorneys to warn the offending publishers to withdraw these. In several cases, too, unintentional violations of the law were simply reprimanded. There was a notable case on this division, that of the Johnstons. David P. Johnston and his two sons removed in 1884 from Louisiana to Cincinnati and established an agency of the Louisiana Lottery. The old man was soon afterwards fined $200; but the punishment served to advertise his business, and he continued in it after his conviction. Soon the elder Johnston and one son were tried and this time paid fines amounting to nearly $1,200. This caused them to remove to Covington, in another federal district, where they conducted a lottery business under the name of J. H. Wilson. For some time it was found to be difficult to connect the Johnstons with the business of "Wilson," but it was accomplished by authorizing the postmaster at Covington to withhold all mail for "Wilson" until he called for it in person. No such person appeared, and all mail for "Wilson" was forwarded to the Dead Letter Office. This seriously crippled the business of the Johnstons, but again they

were found to be engaged in the business on a large scale about the time of the passage of the new lottery law. The Johnstons were found to be living over a restaurant, in the centre of the city. The manner in which their rooms were partitioned off aroused suspicion, and after a close surveillance their method of operations was disclosed. After a watch of two weeks one of the sons was found coming from the hallway bearing in his arms a large envelope box; and the inspector who was following him found that he went directly to the district messenger office, and returned therefrom without the box. Late that night two men emerged with the box and mailed from it lottery letters, putting them into various street boxes. These letters were immediately marked for identification and sent forward to the addresses, with requests to return them after examination. With the evidence thus procured W. P. and D. C. Johnston were duly convicted and sentenced to eighteen months' imprisonment and a $500 fine.

The New York, Philadelphia and Boston divisions reported a similar activity on the part of inspectors and the same policy on the part of prosecutors. In New England the only agent of the Lottery Company was found to be L. F. Crosby of Boston, who had thriven in the business for fifteen years or more, and had been convicted twice during that time before the United States Court by the efforts of the post office inspectors. Evidence against him was quickly collected. But where, a year before, he was receiving one hundred or more ordinary letters a day, he received only four or five after the anti-lottery law passed; and his business was found to be conducted almost entirely out of the mails, and even this ceased before long to be profitable. In New England the public simply ceased dealing with the Lottery.

In the Washington division twenty-six arrests were made. Charles Thompson, Jr., attorney for the Louisiana Lottery, was arrested Sept. 18, 1890. His examination lasted three days before Police Justice Miller, and he was held in $300 for the grand jury. He was indicted December 1. Trial was set for December 8, and continued to December 13, when motion was made to quash the indictment. The motion was overruled, but the case was never tried. W. W. Gould, agent of the Louisiana Lottery, was arrested Aug. 22, 1890, Oct. 18, 1890, and Nov. 24, 1890, on four indict-

ments. He pleaded guilty, asked for mercy, and was fined $50 in each case. Gould was again indicted Jan. 19, 1891, for attempting to bribe an officer of the United States. A motion to quash this indictment was sustained by Judge Bradley of the District Court. The other cases were not notable, though James D. Martin, alias J. S. McIntyre, publisher of *The Capital Almanac*, a lottery advertising pamphlet, was arrested in Washington, Jan. 9, 1891, and held in $500 bail for the grand jury. He was indicted, but a motion to quash was sustained by the court. The arrests in the Washington division were made, seven in the District of Columbia, one in Maryland, three in North Carolina, four in Virginia and eleven in West Virginia.

The Washington inspectors had proceeded for two years under the old law prohibiting the mailing of lottery circulars. They easily ascertained that the Louisiana Lottery Company mailed lottery circulars in sealed envelopes, often as many as 60,000 or 75,000 at a time, that a bin, "D," in the Washington post office was assigned to the use of M. A. Dauphin and the Louisiana Lottery Company, that this bin had been rented by Charles Thompson, Jr., who had filed a power of attorney from M. A. Dauphin to receive all mail matter addressed to him, to the Louisiana State Lottery Company, or to bin "D." From 300 to 2,500 letters a day were received by Thompson or his order through this box. All this mail matter was taken regularly every morning by Thomas Williams, a driver in the employ of the Adams Express Company (who called for it, as he said, by the order of the superintendent of that company) and sent by express to Paul Conrad, at Baltimore, Md. It was discovered, however, that he delivered this mail matter to Charles Thompson, Jr., at his office on F Street, opposite the Ebbitt House. The inspector conferred at different times with the United States attorneys; but their suggestions about prosecuting anybody within the District of Columbia, and particularly the great Louisiana State Lottery Company, seemed to be regarded as a particularly ancient joke. The United States attorneys, finding that the inspectors were persistent, finally wrote a letter suggesting that certain evidence be obtained. It was obtained without trouble, and again all this was spread before the "prosecutor," when further suggestions were made to obtain still more evidence. This sort of delay continued for

months. The then district attorney said that he did not believe a conviction could be had within the District of Columbia; that every body, almost, patronized the Lottery Company, even judges, Senators, Members of the House, attorneys, business men, old and young women; and all looked forward eagerly to the drawing days.

But the inspectors persevered. They obtained evidence sufficient to cause the arrest on Sept. 15, 1890, of Thompson. This man's examination before the police justice lasted three days, as has been said. The examination had the appearance of a regular trial, being fought step by step clear through; but the evidence was so direct that the court had to hold Thompson for the grand jury. An indictment was at once found; and though the motion to quash was overruled by Chief Justice Bingham, the case never came to trial.

It was a notorious fact that, next to New Orleans itself, Washington was the most profitable market for the lottery traffic; that lottery tickets could be found publicly offered for sale, being displayed in show cases, at cigar stores, hotels, saloons and barber shops; and in fact the bootblacks and the newsboys in the streets had these tickets for sale regularly every month. The principal headquarters for the sale of lottery tickets, however, was at 1305 F Street, N. W. The agent and manager was W. W. Gould, the acknowledged District "king" for the sale of lottery tickets for many years.

On April 29, 1878, Congress enacted a law which was intended to punish any person who promoted in any way any sort of a lottery in the District of Columbia. This law had practically been a dead letter. The Washington postal authorities did not like this to be so. It was a simple matter to obtain evidence against Gould for violations of this law; and on Aug. 22, 1890, Major J. D. King, inspector-in-charge at Washington, swore out a raiding warrant for Gould's arrest and a search of his premises. The man was arrested and held for the grand jury. The inspectors continued these raids during August, September, October and November, 1890, and Gould was held on each occasion. Finally he made up his mind the Department was in earnest. He closed up his office; it was advertised for rent. Gould became alarmed. He appeared before the court and entered a plea of guilty to the four indictments pending against him. The court accepted this plea. The first information

the inspector's office had of this action was the court reports in the city papers. On Jan. 19, 1891, an attempted bribery of a Government witness was reported fully to the grand jury, and an indictment against Gould was the result. A motion was made to quash; the argument was heard before Judge Bradley, who sustained the motion.



"CAUGHT IN THE ACT OF OPENING THE BOX, AND WITH THE LETTERS IN HIS POSSESSION."

In November, 1890, the inspector's office in Washington was informed that *The Capital Almanac* was very largely circulated through the mails. This purported to be published by J. S. McIntyre. It was gotten up in very attractive form and contained a complete advertisement of the Louisiana Lottery Company. A great many letters were received at the city post office addressed to

"J. S. McIntyre, Box 4367." It was found that Charles Thompson, the agent of the Louisiana Lottery, had rented box 631 in the name of J. S. McIntyre, but there was no box No. 4367. The letters were taken out of box 631 by James D. Martin. Martin was arrested on Jan. 9, 1891, caught in the act of opening the box and with the letters in his possession. He was indicted by the grand jury, but his case was never tried. *The Capital Almanac*, however, has not been sent through the mails since then.

It required only time to show that all this skilful, brave work of the Department was telling. The Postmaster General's report for 1891 (when most of the prosecutions were over) showed the following aggregate of results:

Total number of arrests from September 19, 1890 (the date the law went into effect), to June 30, 1891	153
Total number of indictments by grand juries during same period	75
Total number out on bail awaiting action of grand juries	73
Total number of convictions	56
Total number discharged from custody (no case made out)	1
Average amount of bail required ($200 to $5,000) in each case, $1,000.	
For period from July 1, 1891, to October 23, 1891:	
Total number of arrests	49
Total number of indictments by grand juries	578
Total number out on bail awaiting action of grand juries	42
Total number convicted (fined from $5 to $200 each)	3
Average amount of bail required (from $100 to $5,000) in each case, $800.	

The disproportion of trials and convictions to the number of arrests and indictments was accounted for by the usual delays of the law (the failures to reach the cases on the dockets, the postponements of the trials to subsequent dates or terms, etc.), and not to any lack of judgment on the part of inspectors.

And North Dakota had had her fight. In the latter part of 1889 it was rumored that the Louisiana Lottery Company would attempt to secure a charter in one of the new states, but the plans, if plans there were, never came to anything. In the winter of 1890, however, during the session of the first legislature of North Dakota, George E. Spencer, ex-senator from Alabama and attorney for the Louisiana Company, appeared at Bismark and began the work of organizing a raid upon North Dakota. He took into his confidence some of the most influential men. The utmost secrecy was observed by all, and it was not until their plans were fully matured that the

NOTICE.

The SUPREME COURT of the UNITED STATES having decided the

ANTI-LOTTERY POSTAL LAW

to be Constitutional, it is hereby ordered and directed that no one in the employ of this Company shall mail a letter which in any way refers directly or indirectly to the business of the lottery.

It must be understood that this Company will aid in the enforcement of the law.

By order of the Board of Directors of the Louisiana State Lottery Company.

PAUL CONRAD,

PRESIDENT

DEFEAT ACKNOWLEDGED BY THE LOTTERY.

public became aware of the plot. The bill granting the charter to the Lottery Company to operate in North Dakota was introduced in February, 1890, and rapidly pushed through the legislature. The state was to receive $105,000 as soon as it became a law and $75,000 annually thereafter during the existence of the charter; and it was understood that a large sum of money would be given to the farmers of the state as a relief fund. Brave Governor John A. Miller, however, vetoed the bill, and public sentiment was sufficiently aroused to compel many of the legislators to withdraw their support. The bill failed to pass over the governor's veto. Assistance came from all parts of the country to relieve the farmers in their great distress. Anticipating a second attempt to capture the state, Governor Miller, on July 12, 1890, issued a public circular, affirming his belief that the lottery men were planning secretly to secure a charter to legalize their business, and closing with the following statement:

"I am recently in receipt of a telegram from the Mexican Lottery Company offering $250,000 for a charter in North Dakota. It is of the utmost importance, therefore, that our friends should be on the alert and that no local or personal ambition, or want of activity, or lack of care in the selection of representatives to conventions should be allowed to jeopardize the highest and best interests of our state and her people for generations to come by the possible legislation of an institution of this character."

Public indignation was so aroused that the lottery managers never succeeded in getting another hold on the legislature of North Dakota. But unquestionably thousands of dollars were used to purchase the votes of members. In March, 1890, there was read in the House a letter written by the attorney general of the state, George F. Goodwin, giving an account of the lottery scheme and the names of several senators and members who had received these same thousands of dollars for their votes.

The decision of the Supreme Court upon the test cases was handed down in February, 1892. It sustained the validity of the anti-lottery legislation at every point. This practically ended the fight in favor of the Government. The Louisiana Lottery publicly admitted its defeat by announcing its intention thereafter to obey the law faithfully both in letter and in spirit. The most notable prosecution which had taken place was that of the officers and employees of the Juarez Lottery at El Paso. Five hundred and

fifty indictments had been returned against that concern, and from the legal preparations made by the defendants it was anticipated that a sharp contest would be made in court. The decision of the Supreme Court, however, took all the heart out of the defence, and when the cases were called the defendants pleaded guilty and were subjected to fines of $3,000 or more. In addition to this the defendants were required to forward to the Postmaster General a letter promising thereafter carefully to observe the law. The guarantee held by the Department that this promise would be rigidly adhered to was the known fact that the Government possessed additional unused evidence upon which new prosecutions could be based at any time.

A remarkable political revolution occurred in April last in Louisiana, directly superinduced by the enactment of the anti-lottery legislation and its rigid enforcement by the Post Office Department. Immediately upon the announcement of the adverse decision of the Supreme Court, leaders of the pro-lottery fight publicly declared their intention to withdraw the lottery issue from the state canvass then in progress. This was followed by the election of an anti-lottery governor and a legislature pledged to destroy the gigantic gambling monopoly that had ruled the state so long. At the recent session of the legislature stringent anti-lottery legislation, designed to take effect Jan. 1, 1894, immediately on the expiration of the charter of the present lottery corporation, was passed. The Lottery had been making in the meantime herculean efforts to retain its rapidly vanishing patronage by diverting it to the express companies; but this was found to be a fruitless as well as a costly experiment. The truth is that the enactment and vigorous enforcement of the Federal anti-lottery law has proved absolutely fatal to the successful exploiting of lottery schemes. With their advertisements shut out from the mails, prevented from the transaction of their business through the postal establishment, it is impossible for any but local concerns of this character to exist. The Louisiana Company publicly announced a reduction of its capital prize from $300,000 to $75,000, and the opinion was expressed by competent observers that the monthly drawings would be discontinued entirely in the near future.

There had been various devices, more or less transparent, for keeping up in some way the business of the Lottery. In February,

1891, blank orders for Louisiana Lottery tickets were distributed, accompanied by the following printed note:

"Recent changes in the United States Postal regulations have rendered it preferable to more closely consult the interest of our Canadian patrons by establishing a branch office in Canada. We, therefore, take pleasure in thus specially notifying our former friends and patrons that all orders received by the undersigned will be accorded the same security and prompt attention as when formerly addressed to M. A. Dauphin, Washington, D. C.

"L. H. Boole,
"Post Office Box 133, Montreal, Canada."

Then came the pretended Chicago dispatch which appeared in various journals as "news." It read:

"Postoffice Inspector Fitz has discovered, a result of several months' investigation, that the Louisiana Lottery has succeeded in evading the anti-lottery law by establishing a branch office under the name of the A — B — C — Company at D — E —, Mexico, under the patronage of Gen. F — G—. It is flooding the large cities of this country with its circulars openly, and the postal authorities are powerless to prevent it, because they have no authority to tamper with the mails from a foreign country, even if they know it contains lottery matter. Captain Fitz has the names of the agents of the concern in most of the large cities, and the Postoffice Department will prosecute them, but it is not thought that this will affect the business to any considerable extent, as the Lottery Company has lists of the names and addresses of nearly all who play the Lottery."

General Tyner commented entertainingly on this. He said:

"Under the guise of a piece of news, couched in terms of friendliness to the anti-lottery reform, it was intended to circulate all over the country as a means of notifying lottery ticket buyers where they might send for tickets and information. These people do some very neat work in that line. It was only a few weeks ago that a most innocent looking dispatch appeared in a New York paper, telling how the postmaster at Camden, N. J., had captured a quantity of lottery matter, which proved conclusively that in spite of the efforts of the Government to suppress it, the Louisiana Company was still doing business in the old way, etc. This was, of course, a mere notice to customers all over the country to forward their money as before. A Western firm which does a large business in 'patent inside' newspapers, supplying, I believe, about eighteen hundred editors with its sheets printed on one side,—received soon after a letter from a leading advertising agency in the East enclosing a check for $1,300 to prepay the insertion of this little Camden dispatch among their miscellaneous matter, credited as an extract from the New York paper in which it originally appeared. The firm, being honorable and law abiding men and opposed to the lottery business on principle, declined the offer and sent the check back. The advertising agency was not discouraged, however, and presently captured another and less scrupulous 'patent inside' concern. Postmasters in some cases discovered the item and threw the papers containing it out of the mails; but the trick was too new to be generally apprehended, and the most that could be done was to put away the lesson for future use."

But here was the latest. There was no telling whether it had any connection with the big Louisiana Lottery Company; it was not too dishonest for them, but was it not too small? The promises to pay and the thirty twentieth parts of tickets were enclosed with the following:

LITTLE LOUISIANA STATE LOTTERY CO.,

—NEW ORLEANS, DETROIT, AND NEW YORK—

FINANCIAL STANDING,—ONE MILLION DOLLARS.

WINDSOR, ONTARIO (opposite Detroit, Mich.), July 5, 1892.

STRICTLY CONFIDENTIAL.

Dear Sir:—We take the privilege of sending you herewith one twenty dollar ticket and thirty one dollar tickets in the drawing of our lottery which takes place Tuesday, July 19, 1892. The $20 ticket we present you free of charge. The great trouble with the lottery business in your locality is that no one has

$1000. Detroit, Mich July 5th 1892

July 19th We promise to pay to Otto Gruun

of Flushman Ohio One Thousand Dollars

in gold coin of the United States. Value received Payable at the office of

Charles E Goodwin & Co., Detroit, Michigan

Charles E. Goodwin & Co

THIS NOTE IS NOT NEGOTIABLE, AND IS VALID ONLY AFTER THE CONDITIONS OF ACCOMPANYING LETTER HAVE BEEN COMPLIED WITH

A FAC SIMILE OF THE RECEIPT FOR $1,000.

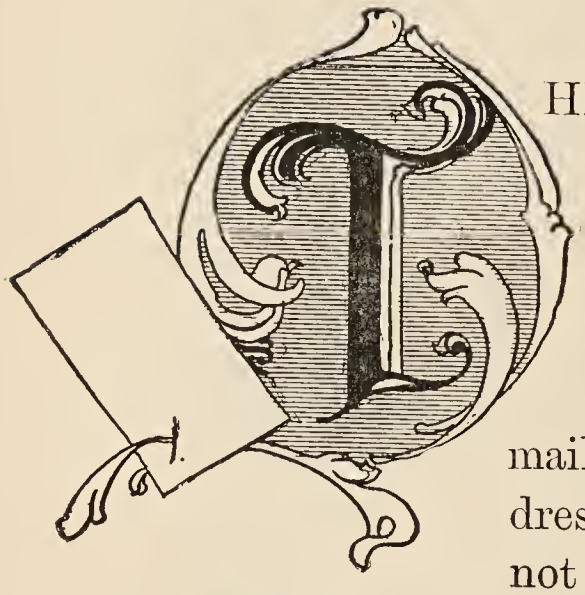
drawn a prize of any value for years. This has caused the people to become discouraged and many have entirely stopped buying tickets. Now in order to stimulate and enliven the sale of lottery tickets and advertise our business, we are going to arrange matters so that the $20 ticket which we present you will draw a prize of $15,000, providing you will agree to accept $1,000 of this amount and permit us to refer to you as one of the parties who drew $15,000 in the July drawing of the Lottery. In addition to this you must dispose of the thirty one dollar tickets sent herewith, realizing therefrom $30, which amount you must send to the company so that it will reach them not later than Tuesday, July 12, 1892. We require you to dispose of these thirty tickets because we want as many persons as possible in your locality interested in this July drawing.

We hope that you will fully understand that the only reason we require you to send the money to the Company is that it shows them you have sold the tickets and not given them away. It shows them that you have followed their instruc-

tion and are keeping good faith with them, and it also shows that you are willing to do at least this much work in return for this favor and generosity to you. We understand, of course, that we will lose money on this plan of advertising the first month, but you will readily see that if the public is led to believe that you drew $15,000, we will sell many thousand tickets in your part of the state as a direct result of such advertisement. This is the only way in which we can advertise and build up our business now, as Congress has lately passed laws preventing us from using the newspapers, so we have adopted this plan of giving a few prizes to our confidential correspondents in various parts of the country, and we are satisfied this is the best plan of advertising that can be devised. We must receive your remittance not later than Tuesday, July 12, so that we may have ample time in which to send our instructions to New Orleans. Of course with your influence in your locality you will have no trouble of disposing of this small number of tickets in time for your remittance to reach us by the 12th of July. However, should you meet with any delay in disposing of them, it would be much better and safer for you to send the money to the Company yourself and sell the tickets afterwards, and in this way your remittance would reach us early enough to insure you the $1,000 guaranteed above. Do not under any circumstances sell your $20 ticket. We will send the $1,000 by express immediately after the drawing on the 19th, and when you receive it you must return to us at once the note for $1,000 which we enclose. The money set apart by the Company for advertising in this manner will be exhausted with the July drawing and no such offer will ever be made to you again. Unless we hear favorably from you by July 12th we will withdraw this offer and the tickets, and note sent herewith, will be cancelled and become valueless. This offer is made to you in good faith and in the strictest secrecy and we hope you will so regard it. We are going to place several prizes of this amount in your locality this month. Send money by express only, and direct all communications to

CHAS. E. GOODWIN & Co.,
Windsor, Ontario.

GREEN GOODS SWINDLES.



HE green goods swindle is the most extensive one "worked" through the medium of the mails. Very few people know exactly what green goods are, — many who do know have paid dearly for their knowledge. A large gang located in New York City constantly flood the mails with circulars offering for sale to the addressee counterfeit money "so perfect that it cannot be told from the genuine," and informs him in what manner he shall proceed to obtain this money. In all the circulars the term used to describe their money is either "green goods," or simply "goods." But these men do not handle counterfeit money. They simply lead the victim on to rob him. No sympathy is to be expressed for the man who is swindled by these green goods dealers. He is, if anything, a more insidious fraud than the alleged dealer, for he is willing to purchase counterfeit money with which to swindle his neighbors. If these fellows have such wonderful counterfeits of United States notes, that can be passed as easily as the genuine, why do they wish to sell them at ten cents on the dollar? Would it not be more profitable to use the counterfeits themselves? Strange, the victims, and there have been thousands of them, never think of this.

The circulars sent out by these alleged dealers in counterfeit money will describe their scheme better than anything else will. The following are the chief kinds of circulars used. They are in stereotyped tone and are the chief ones that have ever been issued. They tell their own story:

STRICTLY CONFIDENTIAL.

My Dear Sir: I am desirous of obtaining a good shrewd agent in your locality to handle my "goods." I enclose herewith a newspaper clipping, which gives all

the information that could be desired, and which explains itself. Thinking you are in a position to safely handle my goods, I have concluded to write you. If you don't care to invest in this enterprise, I hope you will excuse the liberty I have taken in making the proposition. If you have been unsuccessful in your business, I can supply you with goods with which you can pay off all your debts and start free and clear again. You can purchase mortgages, etc. An opportunity like this to make an independent fortune has never crossed your path before and in all probability never will again as long as you live. It was never intended that one man should have millions of dollars and another nothing, so don't throw away this chance to get riches. Others have grown rich around you, no one knows how. Why not help yourself? If you have not the ready money to

Dear Sir:

I am in possession of a Good thing, and wish your confidential and friendly co-operation in a scheme which, if grasped now, will make you independently rich, and will at the same time better my own condition. The enclosed newspaper clipping gives some very interesting particulars. Read it.

There is no reason why you should be a slave and toil all your lifetime for nothing, when the opportunity is here for you to benefit yourself in a substantial way In olden times honesty was a very good policy, but times have changed People in these progressive days seldom (if ever) allow conscientious scruples to interfere with their aim in life, so why should you? Others have grown rich around you (no one knows how), why not you?

There is some serious and highly important food for thought here and your sober and earnest attention should be given to every word in this letter A person without the "Universal Rudder--the Almighty Dollar," is thought but little of in this world, and is looked upon as of no importance. Is not this true? I know whereof I speak, as in former years I have drank from the "bitter cup'' myself

You will see from the sketch that my goods are not what the law can class as real counterfeits, inasmuch as they were printed from genuine plates and can easily be passed in your section of the country with impunity.

If my business should suit you, it will be certainly best for you to come on here and see me in person, as I prefer to deal only face-to-face with my customers Experience has taught me that this is the safest and most satisfactory way for both. By your coming on here you will see what you are getting, and I will see with whom I am dealing, consequently everything must be on the ''square'' and we will both feel better satisfied.

If you have not the money to buy my goods, I would consent to your taking some confidential friend in with you who has, provided of course he is trustworthy and could keep the secret You could both then come on together and make the deal However, you would be very foolish to take any one in with you if you could raise money enough yourself I know it is quite a journey for you to make, but ''ye gods and little fishes, ' just think of the ''gold mine'' in store for you in the way of profits, and besides, I always make a liberal allowance in goods to cover all expenses for traveling.

Should you make up your mind to come on, I know you will always be thankful for your visit to me. You will find me square and honest in every particular When you arrive here I will show you my entire stock, from which you may make your own selection, then if my goods are not all that I claim for them, and are not as fine as the enclosed speaks of, I will make you a present of One Thousand Dollars in gold, and also cheerfully pay all expenditures incurred in your journey. Fair enough, is it not?

My prices are as follows: $300 gets Three Thousand; $400 gets Five Thousand; $650 gets Ten Thousand; $1,000 gets Thirty Thousand; or in other words, the more you invest the cheaper you get the goods You can invest $5,000 or more if you choose, but $300 worth of goods is positively the very smallest amount I will sell under any circumstances. The sizes run from One to Twenty If you will invest $650 or more I will agree to give you the exclusive agency for the whole State

Now my dear Sir, should you wish to do business with me, you must obey the following instructions and do only as I direct

A FAC SIMILE OF THE FIRST PAGE OF A GREEN GOODS CIRCULAR.

purchase my goods, I would consent to your taking some confidential friend in with you, provided, of course, he is trustworthy and could keep a secret. You can both come on together and make the deal. However, you would be very foolish to take anyone in with you if you could raise enough money yourself. If you conclude to embrace this "golden chance" and my business should suit you, it will be absolutely necessary for you to come on here and see me in person. I

Strictly Confidential.

My Dear Sir:

I am desirous of obtaining a good, shrewd Agent in your locality to handle my "Goods." I enclose herewith a newspaper clipping which gives all the information that could be desired, and which explains itself. Thinking you are in a position to safely handle my goods, I have concluded to write you. If you don't care to invest in this enterprise I hope you will excuse the liberty I have taken in making the proposition. If you have been unsuccessful in your business, I can supply you with goods with which you can pay off all your debts and start free and clear again. You can purchase mortgages, etc. An opportunity like this to make an independent fortune has never crossed your path before and in all probability never will again as long as you live. It was never intended that one man should have millions of dollars and another nothing, so don't throw away this chance to get riches. Others have grown rich around you, no one knows how. Why not help yourself? If you have not the ready money to purchase my goods, I would consent to your taking some confidential fuend in with you, provided, of course he is trustworthy and could keep a secret. You can both come on together and make the deal. However, you would be very foolish to take anyone in with you if you could raise enough money yourself. If you conclude to embrace this "golden chance" and my business should suit you, it will be absolutely necessary for you to come on here and see me in person. I only deal face to face with my customers. Experience has taught me that this is the safest and most satisfactory way for both. When you meet me you see what you are buying and I see who I am dealing with, consequently we both feel better satisfied. I do not ask nor expect to be paid one cent until you have examined my entire stock, selected what you want, and the goods are in your possession. You must carry the goods away with you, and if you desire it I will see you safely out of the city. I can't consent to sending goods either by express or mail. I know it is quite a journey for you to make, but look at the immense profits to be made with no risk whatever, and as far as expenses are concerned I always make a liberal

ANOTHER FAC SIMILE OF THE FIRST PAGE OF A GREEN GOODS CIRCULAR.

only deal face to face with my customers. Experience has taught me that this is the safest and most satisfactory way for both. When you meet me you see what you are buying and I see who I am dealing with, consequently we both feel better satisfied. I do not ask or expect to be paid one cent until you have examined my entire stock, select what you want, and the goods are in your possession. You must carry the goods away with you and if you desire it I will see you safely out of the city. I can't consent to send goods either by express or mail.

I know it is quite a journey for you to make, but look at the immense profit to be made, with no risks whatever, and as far as expenses are concerned, I always make a liberal allowance to cover them. Make up your mind to come on at once. I know you will always look back at your trip to see me with pleasure and profit. My goods are first class in every particular, and as fine as the newspaper article speaks of. Your own good sense should tell you I can have no object in misrepresenting the quality of my stock and bring you on here on a fool's errand, for I ask no money in advance and trade only on the terms mentioned, namely, don't ask or expect to be paid one cent until you have examined my entire stock (consisting of hundreds of thousands of dollars), select what you want, and the goods are in your possession. My prices are as follows : Three hundred and fifty dollars buys four thousand dollars in my goods; five hundred dollars buys fifty-five hundred dollars; seven hundred and fifty dollars buys ten thousand five hundred dollars, and fifteen hundred dollars buys twenty-eight thousand dollars. The more you invest the cheaper you get the goods. Three hundred and fifty dollars' worth is positively the smallest amount I will sell under any consideration, as I won't do a retail business; it would let too many into the secret. If you will invest seven hundred and fifty or fifteen hundred dollars, I will agree to give you the exclusive State right. Now, if you wish to do business with me you must obey the following instructions and do as I tell you, and pay no attention to any other addresses you receive from any of my agents, as this is the only address for you to send to now, as this is headquarters. I will not receive a telegram at any other address but this one.

First.— Don't, as long as you live, ever write me a letter; if you do, I shall refuse to receive it, and furthermore, all business relations between us will end. Don't forget this, please, and remember I mean exactly what I say.

Second.— If you wish to come on here and see me, send a telegram, a copy of which is herein enclosed. Send this telegram as it reads, and is signed on enclosed slip. Remember, send no letters; telegrams only received.

Third.— On receipt of your telegram I will send you full instructions how to meet me and what hotel to stop at, then no mistake will be made in finding me. Don't think of coming on to meet me without first telegraphing me for instructions, which be sure to follow.

Fourth.— Pay no attention to any circulars you receive printed in blue ink, as they are not reliable and don't come from headquarters, as all my circulars will be printed in black ink, so don't forget this and look out.

In conclusion I wish to say if you cannot come on here or have not three hundred and fifty dollars to invest, simply let the matter drop until you hear from me again.

Now, allow me once more to caution you not to write letters. You must be guided by my advice, if you do you are bound to succeed. No such thing as fail.

CONFIDENTIAL.

Dear Sir:

I am desirous of obtaining a shrewd agent in your locality to handle my "Goods." I enclose herewith a newspaper clipping, which gives all the information that could be desired and explains itself. Thinking you are in a position to handle my Goods safely I have concluded to write you, and if you don't care to invest in this enterprise I hope you will excuse the liberty I have taken in making the proposition. I have a very superior article of the kind, in fact the best ever issued or put on the market, the sizes run from one to twenty. I warrant each and every note to be perfect as to Paper, Coloring, Vignette, Printing, Engraving and Signatures, and when made to appear as having been used or handled much, I defy the best bank clerk or expert to tell them from the genuine. It has cost me a great deal of time and money to perfect these goods and I have at last succeeded where many others failed, in producing the Genuine Fibre Paper My stock now is as neat and perfect as human skill can make it and absolutely no risk in using it. Remember, this is ar article which will go anywhere and everywhere, leaving for you a net profit of from Ten to Twelve Hundred per cent. according to the amount you buy. These goods cannot be detected in the ordinary course of trade, and only at the Treasury in Washington through the duplication of the numbers, and not then if the genuine bill of the same number is still in circulation, so that they are really as good as Gold. Now, my friend (as I will take the liberty of calling you), we are strangers to one another, but if you are desirous of handling these goods, and will come here to see me, you will find me a square white man in all my dealings, as my manner of doing business will show. It is as follows: when you come here I will show you my entire stock, from one to one hundred thousand dollars, compare them with the genuine, and in fact submit them to any test you see fit, before you pay me a single dollar, then after you are thoroughly satisfied on every point, you can select whatever sizes you want and pay cash for your purchase and carry the goods home with you. Now, my friend, to do this business safely, it must be done

A THIRD FAC SIMILE OF A GREEN GOODS CIRCULAR (FIRST PAGE).

Act square; be true and honorable; do me no harm and you will never regret it. You can make money faster and easier by dealing in my goods than you ever dreamed of before in your life.

Yours very truly, in honor and confidence.

Dear Sir: — If you have no conscientious scruples regarding how men get money, I write to say that I am in a position to supply you with an "article" that — for commercial purposes — is as good as gold. (See New York *Sun*, April 26, 1891.)

This communication may be somewhat startling or probably unwelcome. If so, I trust you will be good enough to destroy the same as no harm or insult is intended. If, on the other hand, you can keep a secret and should be desirous of bettering your financial condition, I can be a valuable assistant, provided you are gifted with sufficient nerve and are willing to invest a few hundred as seed. Understand ?

The goods I refer to are really as fine as human skill and science can make them. People are growing rich around you every day (no one knows how), why not you ?

A prepaid telegram (*no letters*) saying: "Goods received," signed with your correct name and post office address, will bring interesting particulars by return mail.

Yours respectfully,

W. E. Graham, 172 Hudson St., New York.

Dear Sir : — You are an entire stranger to me, yet I take the liberty to address you on an important subject, which I trust will be kept *confidential*, should my proposition be accepted or not.

No doubt you have been the recipient of numerous letters in relation to the same matter, which on thorough investigation were found to be unreliable. The method employed by the writers of aforesaid letters has been a source of great annoyance and expense to me, as I have agents in several states who find it utterly impossible to find trustworthy men to act as *sub-agents* for my line of goods, simply because they have been victims of *fraud* and *deceit*, practised upon them by unscrupulous men, who claim to have for sale *that which they have not.* How they manage to induce men of common sense to invest their money on the representations that they can furnish them with an article fully equal to the *original* at the ridiculously low figure of ten per cent. on the dollar, and sometimes as low as five per cent. is something I cannot understand.

If one would stop to think and calculate on the cost of machinery, engraving, manufacture of paper, and numerous other items for the making of a *duplicate*, how easily it could be perceived that the representations made by this class of men were fraudulent on their face.

I have a duplicate which has withstood a test that thoroughly convinces me of its worth (see New York *Sun*, April 26, 1891), and to accomplish this end I have spent years of labor and spared no expense, and I can conscientiously say that it has never yet been refused when tendered in payment of debts, or as a deposit in banking houses. I have no newspaper clipping printed praising its qualities to convince you of its excellence, though to my personal knowledge it has never been rejected by *experts*, nor have I ever heard of one being *detected*, or looked upon suspiciously, since I first put them in circulation.

Now, my dear sir, if you think *you* have sufficient nerve to handle the goods to advantage and have no conscientious scruples as to how you obtain *wealth*, so long as it will not injure yourself, your family, or neighbors, but will rather place you and your family in a position beyond want or the bitter privations of life in after years, I will, on receipt of a telegram from you, present documentary evidence that will convince you beyond any possible doubt that *I am all that I claim* and that my goods cannot be distinguished from the genuine until the secret is disclosed. I will also appoint a place of safety for our meeting where you can thoroughly examine the goods and subject them to any test whatever you may desire. Remember I am the sole manufacturer and you cannot get my goods elsewhere.

My terms are twenty per cent. on the dollar. The *lowest* amount you can invest is $200, and the *highest* $5,000.

Trusting you will not divulge the contents of this letter to *anyone*, I remain in confidence and good faith,

Sincerely yours,

W. E. GRAHAM.

P. S. I request as a favor that you *never write me a letter* to the *address* herein, as I shall positively refuse to receive it; a letter being damaging evidence in all cases for both parties and especially so in this. Simply send a prepaid *telegram* directed to W. E. Graham, 172 Hudson Street, New York, and say "Send Freight Rates," then sign your *name* and *post office* address where a reply will be sure to reach you.

Remember your address must accompany your name, as the one I now have will be immediately destroyed to avoid any unforeseen accidents.

Of course no one but ourselves will know its meaning, so have no fear.

The following are the instructions for telegraphing generally enclosed with one of the circulars quoted above. These instructions are in various forms and several different ones are therefore given. They show a variety in the wording, as well as many changes in the address:

KEEP THIS FOR REFERENCE.

When you are ready to come and see me send me the following telegraph despatch:

G. Lewis,
1986 3*d Avenue*, *New York City.*
Send duplicate engraving of officer, No. 603.

and sign your telegram Tom, George, Henry, Frank or any other name you choose. I will understand who it is from.

CAUTION.— In sending telegram be sure and send the right word and number, as it is absolutely necessary. Without these I would not know who it is from.

Remember, write me no letters. I will not receive or answer them.

If you wish to come and see me, send me the following telegram. I shall understand it, and will send full instructions how I can be found, but distinctly remember, under no consideration ever send me a letter, for I won't receive it.

CAUTION.—In sending telegram be sure and send the right words and number, as it is absolutely necessary. Without these I would not know who it is from.

Remember, write me no letters. I will not receive or answer them.

COPY OF TELEGRAM YOU ARE TO SEND.

James Wolf,
Tilly Foster, Putnam Co., N. Y.
Send particulars on Horse, No. 10,516.

I shall send you full instructions on receipt of above telegram where you can meet me at my headquarters. I only receive my telegrams at this address, but transact business elsewhere.

Answer at once. This address good for fifteen days only.

Prepay all telegrams so I will be sure to get it.

DO NOT UNDER ANY CIRCUMSTANCES sign your name and address, for I will only know who you are by the password and numbers that you sign and NO OTHER WAY. The telegram and address that you are to send is as follows:

Address,
C. Grand,
2196 *Eighth Avenue, New York City.*
Telegram. *Send Setter Dog, Number* 5,472.

Be sure and sign your password, SETTER DOG, and your NUMBER AS ABOVE.

KEEP THIS FOR REFERENCE.

If you wish to come and see me send the following telegraph despatch. I shall understand it and will send you full instructions how I can be found, but distinctly understand I mean exactly what I say, under no consideration send me a letter, for I positively won't receive it.

COPY OF TELEGRAM YOU ARE TO SEND.

John J. Hudson,
Weston, Lewis Co., West Va.
"Mixed Seeds."

After the words "Mixed Seeds" place your name and postoffice address. If possible, place name and number of street on which you reside, or, if you have one, give postoffice box. It is a matter of no moment how much telegram costs, I want all the above information in it. Sometimes agents telegraph from another place than where they live. If they have to do that I can't tell where to send replies, for I don't keep any memorandum of my agents' names and addresses.

I shall send you full instructions on receipt of above telegram where and how you can meet me at my headquarters—I only receive my telegrams at this address but transact business elsewhere.

You will please remember to pay the charges on your telegrams, as I don't wish them sent in any other way and won't receive them unless they are prepaid. It attracts attention, and I make allowance in goods to cover expenses, so it costs you nothing.

Don't fail to prepay all charges on messages.

Never send night telegrams. Send your messages in the morning between eight and twelve o'clock if possible.

KEEP THIS FOR REFERENCE.

If you wish to come and see me send the following telegraph dispatch:

George S. Warner,
35 Church Street, New York City, N. Y.
"Send Catalogue Number 17,529,"

and sign your telegram Thomas, George, Henry, Frank, Charles or any other name you please. You can use your own first name if you choose, I will understand who it is from.

CAUTION.— In sending telegram be sure and send the right words and number as above as it is absolutely necessary.

You will please remember to pay charges on your telegrams, as I don't wish them sent in any other way, and won't receive them unless they are prepaid. It attracts attention, besides I make allowance in goods to cover all expenses, so it costs you nothing.

Don't fail to prepay all charges on messages.

After reading my letter through carefully, you conclude you cannot spare the time to come here and see me face to face, or have not three hundred and fifty dollars to invest in the speculation, telegraph me saying, "What are net prices?" I will then make you another proposition, but I advise you to lay aside all other business and come to see me at once.

Send for full instructions how to find me.

One of the green goods gangs recently began operations from the post office at Flushing, N. Y. Several different names were used. The following are a copy of a circular sent out, and the instructions to be followed in writing; and the envelope was enclosed in which the return letter was to be sent:

Dear Sir: — You have been referred to me as a trustworthy person, and one who can keep his own counsel, therefore I would be pleased to open a correspondence with you in regard to the business which I propose, and if you will be guided by my advice and experience there is no reason why you should not make a sure and safe fortune; there is absolutely no risk, as the article is (*Good*) money and is perfect, as the enclosed newspaper clipping will prove. The sizes are 1s, 2s, 5s, and 10s. My prices are: four thousand costs three hundred and fifty dollars, seventy-five hundred costs five hundred dollars, thirteen thousand five hundred costs six hundred and fifty dollars, and twenty-eight thousand costs one thousand dollars, and so on at an increasing ratio; so the larger the quantity you purchase the cheaper you obtain the goods. Four thousand in my goods costing three hundred and fifty dollars is the smallest amount I will send under any circumstances, as I will not retail my valuable goods. If you will raise six hundred and fifty dollars, or will bring one thousand dollars in cash, I will give you your entire state to yourself and you will meet with no opposition. Furthermore, I will not give you the goods at these figures after the first deal. I only give them at these prices as an extra inducement and to give you a start. After the first trade I charge at the rate of twenty-five cents on the dollar. Now, my friend, if you wish to engage in this speculation it will

be absolutely necessary for you to come here and see me personally, as I only deal face to face with customers, believing it to be the safest as well as the most satisfactory way for both, as by your coming here you will see what you are buying, and I see who I am dealing with, and both feel better satisfied. I know it is quite a journey for you to come here, but the immense profits to be derived from the goods amply repay you for that, and as far as expenses are concerned, I always make a liberal allowance in goods to cover them. Make up your mind to lay aside all other business and come on at once. You can't make money as rapidly at anything else, besides it is absolutely safe, for no one trading with me has ever been in any trouble, but on the contrary all are making money. You will find me square, man to man, and will never have cause to regret a visit to see me. If you have been unsuccessful in your business you can pay off all your debts with my goods and start free and clear again. It was never intended that one man should have millions of dollars and another nothing, so don't throw away this chance to make a fortune; others have grown rich around you — no one knows how — why not help yourself? I am ready to meet you in New York City at any time you may appoint, which I trust may be soon, as delays are to be avoided. I will show you my entire stock from which you can make your own selection, and remember, I expect you to carry your goods home with you, as I never send anything either by mail or express, therefore don't write for samples, for you will only waste time as I never reply to letters requesting samples. Don't ask me to meet you outside of New York City, for I can't be absent even for a single day, as I would have to disappoint my customers who came here during my absence, many of whom come a long distance to see me. If my goods, on examination, do not come up to your expectations, or are not exactly what I claim them to be, I will refund you your expenses from your home, and pay all expenses of return trip. Do not betray me or mention to a living soul what passes between us, as I have never done you any harm and never shall, but will prove a true and lasting friend to you. Make up your mind to come here, and immediately on receipt of an answer to this I will name a hotel for you to stop at, how you will know me, and give you full, plain instructions how a speedy fortune can be safely made. I shall always return your letters to you, and as a guarantee of good faith on your part request the return of this letter and newspaper clipping.

Never sign your name to letters, but always use *A* 337. I shall understand it and know who it is from. In that way if any accident occurs and your letter might go astray no harm is done.

Trusting you will answer at once and return the letter, I remain,

Yours in confidence,

A FRIEND.

Address as per enclosed slip.

P. S. If you should write to me and I do not answer your letter promptly you may be sure I have not received it so please write again.

I want you when you answer this letter to use the enclosed envelope; if you write me and use any other envelope I will not reply to it. The only way I can tell whether you have received this letter is by receiving your answer enclosed in this envelope, so use no other. Remember this. You must reply at once, for this offer is only open for a limited time.

Enclosed was the "newspaper clipping": "How the Treasury is Robbed." The envelope was addressed to Alex. E. Barre, Flushing, Queen's Co., N. Y. In all of these circulars reference is made to newspaper clippings from different newspapers, especially from the

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A COUNTERFEITER GOES FREE.

The country flooded with $2,000,000,000 of counterfeit money in the past year. and pronounced by Government experts to be as good as the genuine greenback

The failure of the United States Court to convict Joseph Reed, alias Banks, alias Moore, and many other aliases, one of the most skilfull and expert counterfeiters in this or any other country, is a great disappointment to the Chief of the Secret Service. He believed that he had a sufficiently strong case against him to warrant a different result than the one obtained. The District Attorney thought so too. The fault was due to the insufficient evidence. Yet the story is one of the most extraordinary ever told involving as it does the most remarkable credulity and no less unusual cunning.

About three months ago a prominent merchant of California received a letter from this same gang offering to sell him money printed from Treasury plates that could not be told from the genuine. The merchant, by the barest accident happened to be an honest man at heart, and although the temptation offered to him was a great one, one that not one man in a hundred could refuse, decided not to accept the proposal but to inform United States Marshal Moore, who answered the letter under the merchant's name who had received it, and wrote to the counterfeiter and informed him that it was "just the stuff he was looking for," but stated that owing to pressure of business it was impossible for him to visit New York and suggested to Mr. Counterfeiter that the mails were a safe medium through which to transact business and stated that if this was satisfactory, he would order $300 worth to start on.

The reply came back that on no account would he do business through the mails that it was absolutely necessary that he should see his customer and do business *face to face only*, being the safest, surest and most satisfactory way to transact a business of this nature, and promising if the goods were not as fine as represented to reimburse him for all expenses of the trip and forfeit $1,000 in gold.

In consequence the Marshal wired for "Instructions" how to know and where to meet the counterfeiter and in due time arrived at place of meeting, the Grand International Hotel, New York City, and was called upon by an old man who brought with him a valise, which he opened in the room, displaying packages of money amounting to $100,000. The detective examined the money carefully said it would suit him, and put his hand in his pocket as if to bring out the money to pay for it; but in the place of money he drew a pistol, and placing it at the counterfeiter's head made him a prisoner, and took the contents of the bag into his possession. Upon being arraigned on the charge of offering and selling what was supposed to be counterfeit money, the prisoner apparently became indignant and stoutly denied that he ever had a counterfeit bill in his life, and he demanded that the experts employed by the Treasury Department at Washington be sent for.

His demand was complied with, and on arrival of the gentlemen they at once set about making a thorough and critical examination of the supposed counterfeits, then submitted their sworn report, which was as follows: That all these United States Treasury notes, were printed from genuine plates used by former workmen in the Printing Bureau, and were perfect and exact duplicates of genuine bills issued by the Government. They further added that they had long been aware that some persons had possession of a set of plates supposed to have been furnished by one of the engravers in the Engraving Bureau, and finally that the only difference between the notes found on the prisoner, and the genuine, lies in there not being so much silk fibre interwoven in the paper. The prisoner's counsel asked the Government experts if they would swear that the bills examined by them were counterfeits. To the astonishment of every one in the court room, they replied that they would not, in fact could not, as they were positive the bills were as good as any issued by the Government, and added that the fault lay in the careless manner observed in the Treasury Department in allowing workmen to handle Government plates, printing inks, oils, etc., as they wished

The judge had no other alternative than to instruct the jury to discharge the prisoner, who thanked the jury and quickly skipped out of the court room, valise in hand, that contained a cold $100,000 of money that was good enough for the writer at all events. The reporter was not alone in his envious thoughts, because from the expressions and suggestive remarks of some of the members of the jury at the departure of the prisoner, it seemed that they would like to have a few thousand of the so-called counterfeits themselves.

To give our candid opinion we could see no difference in the bills as the notes were printed from genuine United States plates, obtained from the Engraving Department at Washington, by whom it is not known and perhaps never will be. As the case now stands some one is getting rich in a safe, fast and sure manner at the expense of the Government.

The Secret Service Detectives say tho only way to effectually stop the circulation of this money, is to capture the plates, now in possession of this gang. The presumption is that the plates are not in this country, but in Canada, and that the printing is being done there. There is no possible way of tracing the bills to any of the agents circulating them, to do so, it would be necessary to have a Government expert in every store, in every town and city in the United States, as these bills are sold by the wholesale to trustworthy farmers and country merchants, in sections of the country where not one man in ten thousand knows anything about money (its genuiness, etc.), and are readily passed from hand to hand in the ordinary course of trade, without their true character ever being discovered or even suspected. When large bills are offered by a purchaser, they are given out in change and the latter innocently passes the bills upon some one else and thus they go through thousands of hands without any fear of detection or any possibility of their being traced to the agents circulating them.

The District Attorney, in conversation with the reporter, casually remarked, that it was astonishing how eagerly the average citizen, that is those who are apparently honest and fairly well off, are willing to engage in the business. The race for wealth predominates over every other consideration. All a person wants now adays is money; it don't seem to make any difference either how they get it. The advice of the poet to his son is followed by all classes of the community, "Get money, my son: get money honestly if you can; dishonestly if you must.

As the Government, only is the loser, and is so well able to stand it, the average citizen has no conscientious scruples whatever, in taking advantage of the offer made by these men, especially as there is no risk or danger in handling these bills if they use proper precautions and keep their mouths to themselves. A close mouth as they tell you is the secret of success in this nefarious scheme.

A Big Silver Strike.

CRIPPLE CREEK, Col. Feb. 17.—The greatest strike yet made in this camp was made yesterday in the Blue Bell, on Squaw Gulch. About 4 P. M., a blast in the tunnel opened a body of silver glance twenty-

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AN ALLEGED NEWSPAPER CLIPPING USED BY GREEN GOODS MEN.

New York *Sun* and the New York *Times*. Any person at all familiar with newspaper articles would at once discover that these clippings are bogus and prepared by the person transmitting the letter or under his direction for the occasion.

When a reply is made to a green goods circular that has been sent out either by letter or telegraph, detailed, clear instructions are immediately sent to the intended victim as to the place of meeting, the route to be followed, and the hotel at which he is to stay. The following are copies of telegrams that are to be used by the intended purchaser of green goods during his journey to New York, or other appointed place of meeting, and also all the instructions as to the place of meeting, how the men are to recognize each other, the hotel, etc.:

Send me this telegram the day you start from home.

To F. Z. Wells,
2114 *Eighth Avenue,*
New York City, N. Y.
Have shipped goods to-day.
J. M.

Send me this telegram when you are half way on the road; fill in the time that you will arrive at the hotel so that I can be in time to meet you. Do not put the name of the hotel in the telegram.

To F. Z. Wells,
2114 *Eighth Avenue,*
New York City, N. Y.
Will arrive at hotel at ——— o'clock.
J. M.

Pay strict attention to these instructions and follow them carefully.

FIRST.— When you leave home buy a ticket direct to Yonkers, N. Y.

SECOND. — When you are a short distance from home send me a telegram saying (have started goods to-day).

THIRD.— When you arrive at Yonkers, N. Y., go direct to the Yonkers Hotel, register your name and take a room, and remain in it until you see or hear from me.

FOURTH.— When you are about half way on the road send me another telegram stating what time you will arrive at the hotel.

Should you arrive in the evening you may not see me until the next morning, but don't get uneasy as I will be sure to meet you.

WARNING.

Beware of strangers around the depot or on the train who may claim to know you. Have nothing to do with any man on earth until you are called on in your room in your hotel. The password is "Monticello, 90." When you are called on

The Counterfeiters Harvest

AN EASY WAY TO GET WEALTH.

Greenbacks Just as Good as Genuine

A MYSTERY EXPLAINED

How One of Our Citizens Amassed a Fortune.

Coroner Weimer held an autopsy yesterday over the remains of farmer John Williams who dropped dead in front of Robinson's general merchandise store The cause of death was given as heart disease By the sudden death of Williams the mystery surrounding his sudden attainment of wealth has been cleared up Among the effects found upon Williams' person at the time of his death were a number of letters from the celebrated Brockway & Frank gang of counterfeiters of New York City These letters went to show that Williams had been acting as agent for the counterfeiters in this section for the last two years. Three bank-books were also found on the deceased, showing a balance of over $100,000 to his credit. Williams who was a poor man 2 years ago explained his rise in fortune to his acquaintances by saying he had an interest in a gold mine in Colorado, which he had bought for a few hundred dollars, but which had turned out one of the best paying mines in the gold country. Williams used to leave home about three times a year when he would announce that he was going on a visit to his mine. It is now shown by his letters that these trips were made to New York for the purpose of renewing his stock of counterfeit money, and that the mine existed only in his imagination Mr. Williams was always regarded as an upright honest man, and stood very well in the community, not a breath of suspicion was ever entertained by his neighbors of any wrong doing on his part, nevertheless it is a fact no matter how scrupulous in other respects, as long as men think they can make money more easily than they can earn it, and the opportunity offers, so long will they brave the perils of the law and continue to make and deal in counterfeit money There never has been, and probably never will be a time when this country or any, within civilization is free from the curse of counterfeiting—in the counterfeiting of paper money much skill and labor, costly tools and machinery is needed, nevertheless the counterfeits in actual circulation are so numerous and perfect that it is impossible for the Treasury Department to keep track of them and until the Government changes the entire face and form of the notes now in use they will continue to circulate as freely as the genuine—of course engraved counterfeits are the most dangerous of all, a very fine $5 and $10 bill was issued a short time ago from a series of plates by this same gang and are little less perfect than the genuine and cannot be detected, ordinarily, save by a powerful lens when some slight imperfection of the scroll work is discernable, but the finest counterfeits from every point of view are one's and two's of the series of 1880. they are about equal to the genuine in skill and workmanship So dangerous are these counterfeits that the Treasury Department thought seriously of retiring all notes of these denominations, only for the fact that it would seriously disrupt the business of the country Frank has amassed considerable wealth in this business and is still doing so, the Government being unable to connect him directly with any of these transactions, he is a shrewd and cautious man and it seems is able to conduct his nefarious business in a safe and profitable manner It is very rare that any of his agents betray him, and it is said will never travel about with any of the goods in his possession but insists upon his customers coming to him at some designated point. which place is changed from time to time, and in this way escapes detection and secures absolute safety for himself and agents in the transaction of their business

About three months ago a prominent merchant of California received a letter from this same gang offering to sell him money printed from Treasury plates that could not be told from the genuine The merchant, by the barest accident happened to be an honest man at heart, and although the temptation offered to him was a great one, one that not one man in a hundred could refuse, decided not to accept the proposal but to inform United States Marshal Moore, who answered the letter under the merchant's name who had received it, and wrote to the counterfeiter and informed him that it was "just the stuff he was looking for," but stated that owing to pressure of business it was impossible for him to visit New York and suggested to Mr Counterfeiter that the mails were a safe medium through which to transact business and stated that if this was satisfactory he would order $300 worth to start on.

The reply came back that on no account would he do business through the mails that it was absolutely necessary that he should see his customer and do business *face to face only*, being the safest, surest and most satisfactory way to transact a business of this nature, and promising if the goods were not as fine as represented to reimburse him for all expenses of the trip and forfeit $1,000 in gold

In consequence the Marshal wired for "instructions" how to know and where to meet the counterfeiter and in due time arrived at place of meeting, the Grand International Hotel, New York City, and was called upon by an old man who brought with him a valise, which he opened in the room, displaying packages of money amounting to $100,000 The detective examined the money carefully said it would suit him, and put his hand in his pocket as if to bring out the money to pay for it; but in the place of money he drew a pistol, and placing it at the counterfeiter's head made him a prisoner and took the contents of the bag into his possession Upon being arraigned on the charge of offering and selling what was supposed to be counterfeit money, the prisoner apparently became indignant and stoutly denied that he ever had a counterfeit bill in his life, and he demanded that the experts employed by the Treasury Department at Washington be sent for

His demand was complied with, and on arrival of the gentlemen they at once set about making a thorough and critical examination of the supposed counterfeits, then submitted their sworn report, which was as follows That all these United States Treasury notes, were printed from genuine plates used by former workmen in the Printing Bureau, and were perfect and exact duplicates of genuine bills issued by the Government. They further added that they had long been aware that some persons had possession of a set of plates supposed to have been furnished by one of the engravers in the Engraving Bureau, and finally that the only difference between the notes found on the prisoner, and the genuine, lies in there not being so much silk fibre interwoven in the paper The prisoner's counsel asked the Government experts if they would swear that the bills examined by them were counterfeits. To the astonishment of every one in the court room, they replied that they would not, in fact could not, as they were positive the bills were as good as any issued by the Government, and added that the fault lay in the careless manner observed in the Treasury Department in allowing workmen to handle Government plates, printing inks, dies, etc., as they wished.

The judge had no other alternative than to instruct the jury to discharge the prisoner, who thanked the jury and quickly skipped out of the court room, valise in hand, that contained a cold $100,000 of money that was good enough for the writer at all events. The reporter was not alone in his envions thoughts, because from the expressions and suggestive remarks of some of the members of the jury at the departure of the prisoner, it seemed that they would like to have a few thousand of the so-called counterfeits themselves.

To give our candid opinion we could see no difference in the bills as the notes were printed from genuine United States plates, obtained from the Engraving Department at Washington. by whom it is not known and perhaps never will be. As the case now stands some one is getting rich in a safe, fast and sure manner at the expense of the Government.

The Secret Service Detectives say the only way to effectually stop the circulation of this money, is to capture the plates, now in possession of this gang. The presumption is that the plates are not in this country, but in Canada, and that the printing is being done there. There is no possible way of tracing the bills to any of the agents circulating them, to do so, it would be necessary to have a Government expert in every store, in every town and city in the United States, as these bills are sold by the wholesale to trustworthy farmers and country merchants, in sections or the country where not one man in ten thousand knows anything about money (its genuiness, etc.), and are readily passed from hand to hand in the ordinary course of trade, without their true character ever being discovered or even suspected. When large bills are offered by a purchaser, they are given out in change and the latter innocently passes the bills upon some one else and thus they go through thousands of hands without any fear of detection or any possibility of their being traced to the agents circulating them

The District Attorney, in conversation with the reporter, casually remarked, that it was astonishing how eagerly the average citizen, that is those who are apparently honest and fairly well off, are willing to engage in the business. The race for wealth predominates over every other consideration All a person wants now adays is money; it don't seem to make any difference either how they get it. The advice of the poet to his son is followed by all classes of the community, "Get money, my son; get money, honestly if you can; dishonestly if you must.

As the Government, only is the loser, and is so well able to stand it, the average citizen has no conscientious scruples whatever, in taking advantage of the offer made by these men, especially as there is no risk or danger in handling these bills if they use proper precautions and keep their business to themselves. A close mouth as they tell you is the secret of success in this nefarious scheme.

ANOTHER ALLEGED NEWSPAPER CLIPPING.

in your room you will be given the password and handed your telegram, then you will know you are with the right party.

I enclose a sample of my goods to show you how absolutely perfect they are. I need not praise them to you as they speak for themselves. I want you to examine this sample very carefully and put it to any test you choose. I defy detection. You can judge paper, printing, engraving, inks, etc., as well from this sample as you can from five hundred, so do not ask me to send you any more for I will have to refuse to do so.

Now I have said all that I can say and I therefore ask a special favor of you to write me no letters through the mails to this address. This is the only dangerous part of the business, and if you send me a letter through the mails, after the above request not to do so, I will consider you a traitor and will be no longer your friend. You are at liberty to send me a telegram at any time which I will promptly answer if you wish it, but take my word for it there is no need of any more waste of time in negotiation, simply come on here like a man and make your deal and let that be sufficient. Send both your telegrams, the one on leaving home and the one when you are half way, to the enclosed address.

Now, my friend, be careful and don't allow yourself to be led off by strangers, no matter how plausible they may be. Wait in your room at your hotel until you get the password and are handed your telegram.

Come on dressed as much like the residents of a city as possible so that you will not look like a stranger to this part of the country.

I advise you to come on here and deal as soon as you possibly can. These directions are permanent and remain good until I notify you to the contrary. Don't forget to telegraph as directed above.

Let me call your attention to the advantage of securing the right of your state. First, I will not sell to anyone in your state as long as you continue to be my agent. I will also not allow anyone else to handle my goods in your state, and besides the advantage of buying largely at first is that you secure a larger amount of goods for your money, as I charge at the rate of twenty-five cents on the dollar for the first deal. If you invest six hundred and fifty dollars I give you ten thousand in my goods, and if you invest one thousand dollars, I will give you twenty thousand in my goods; either of the above amounts secure the state rights.

I will also allow you liberally in my goods to cover all your expenses in both ways. Remember, three hundred dollars is the smallest amount you can come here and do business for.

Trusting you will make up your mind to come here at once and become one of my best customers, I am,

YOUR FRIEND.

P. S. When you telegraph do not sign your name to your dispatches; simply sign " J. M." and I will understand who it is.

Be careful to follow the instructions to the letter and you will find me very easy. I enclose you two telegrams which send me according to instructions. In telegram (No. 2) put the time that you will arrive at the hotel.

The password is MONTICELLO 90.

Sign all your telegrams " J. M."

When you arrive here I will show you my goods just the same as any salesman

FOUNDED 1860. CAPITAL $ 1 500 000.

Watson Bros. & Co.



BRANCH OF
70 FRIEDRICH STRASSE, BERLIN, GERMANY.
44 GERHOSS STRASSE, HAMBURG, GERMANY.
66 REDMILLER LANE, BELFAST, IRELAND.

BRANCH OF
22 OLD BROAD STREET, LONDON, ENGLAND.
39 & 41 BOULEVARD DES CAPUCINES, PARIS.
79, 80 & 81 PIAZZI DI SPAGNA, ROME, ITALY.

BANKERS.

HOBOKEN, N. J.

Dear Sir:

Mr George Morris has requested us to write to you concerning his reliability. We take pleasure in stating that he is thoroughly trustworthy, and we guarantee any transaction you may have with him.

Yours respectfully,

Watson Bros & Co

will show you his samples. It is you that is to be satisfied and if they are not in all and every particular just as I represent them to you to be, I will cheerfully pay all your expenses and make you a present of five hundred dollars in gold.

Remember it is to your advantage to buy all you can at the first purchase, for on all purchases which surely follow I charge you twenty-five per cent. I sell cheaply, on the first purchase, to convince you of the worth and quality of my goods so you can see the advantage and profit to be gained by bringing as much money at first as you can possibly invest.

Also, I cannot allow you the full right of your state for less than $650. If you cannot raise that amount at first I will give you the same right for $500, and allow you ninety days' credit for the balance, $150, and all your expenses and time from the day you leave home and return.

Do not come here without money and I give money for money.

You must not have anything to say to anyone about the hotel or trains. Remember you will be shown your second telegram and password, then you will know everything is all right.

Hoping to see you very soon, I remain,

YOURS IN CONFIDENCE.

P. S. Have a process of making enclosed sample look as though it had been in circulation some time which I will disclose to you when I see you.

Telegraph me at once on receipt of this letter so I will know it reaches you safely. Just say "Catalogue received O. K." This precaution is necessary on account of dishonest mail carriers.

The sample referred to is always a genuine one dollar silver certificate. With the green goods circular is generally what purports to be an endorsement from a banking house as to the financial responsibility of the writer. The accompanying is a fac simile of the letter generally used. Of course there is no such firm located in Hoboken, N. J., as Watson Bros. & Co. The letters, as well as the newspaper clipping spoken of above, are prepared by the operators of this scheme to delude their easy victims.

The names of persons to whom green goods circulars are sent are obtained in various ways. They are frequently purchased from agencies, who make a business of collecting names and selling them; but the latest mode of gathering these names is by sending to postmasters and trying to induce them, in consideration of a small sum, to furnish the names of all persons worth more than five hundred dollars receiving mail at their office. But it is a violation of the regulations of the Department for any postmaster to give such information. The postmaster, however, has not always understood that the names are desired for the purpose of sending green goods

circulars, as the address of the person desiring the names is generally given as that of a harness company or a hardware company. The mail is probably directed to New York, to some saloon or tobacconist's, and, if it reaches its destination, is most likely called for by the green goods dealer himself. The following is a copy of one of these circulars recently sent to postmasters:

READ INSTRUCTIONS AND CONDITIONS CAREFULLY.

POSTMASTER:

Dear Sir: — If you will kindly return this sheet before the expiration of thirty days, and place thereon (very plainly and carefully written with pen and ink,) the names of all *men* (no women) as herein provided, who are permanent residents and who receive mail at *your* office, we will send you one dollar as pay for the list, and the trouble it will occasion you.

THE CONDITIONS ARE:

FIRST. — That each and every name written hereon is genuine, and that of a *man* (over twenty-one years of age) whom you conscientiously believe (or is reputed to be) worth the sum of *five hundred dollars*, either in real or personal property.

SECOND. — Give one name only in each respective family, — the head of the family preferred.

THIRD. — No duplicates — this is very important. You are therefore requested to examine the list thoroughly before certifying to its correctness.

FOURTH. — The postmaster's name is not to be included in the body of this list. A separate space has been provided for the same on the opposite side of this sheet and it *must* be placed therein. A violation of either condition makes this agreement null and void.

If this sheet is not large enough, fill out the balance on ordinary paper, and oblige,

THE BRADLEY HARNESS CO.
152 West Broadway, New York.

P. O. _____ Co. _____ State _____

Names.	Names.	Names.

I hereby certify that the foregoing list was compiled as instructed, and respectfully request that you forward one dollar for my trouble.

Date _____ 189 _____ Postmaster.

Affix "Postmarking" or "Dating" Stamp in above diagram.

Some person, who received a green goods circular, thought he had discovered a large gang of counterfeiters and accordingly, in great confidence, sent the circular and the other enclosure to the Pinkerton Detective Agency at New York. The following letter received in reply gives a good idea of the game:

Dear Sir: — I have your letter of the 26th, with enclosure of circular letter sent from this city. The sender is not a dealer in counterfeit money; his object is to swindle by what is commonly known as the "sawdust" or "green goods" swindle. The scheme is to induce any to whom letters are sent, to come to New York, and the idea is held out that he will be sold counterfeit money. Should the party take the bait, he is met on his arrival by an agent of the swindlers who conducts the victim to a room hired for the occasion in some secluded locality in which on a table is placed some new, genuine United States notes (greenbacks), national bank notes or Canadian bank bills, which are represented by the swindler as counterfeit. The victim, on being induced to purchase a quantity, sees the bills made into a package, wrapped and sealed. This package is sometimes put into a valise or box. The attention of the purchaser is then drawn away from the package, valise, or box, and in an instant another similar package, valise or box is substituted by a party who is concealed behind a partition and works through a false panel. It is sometimes the case that the swindler will start for the express office with his victim and the genuine money in his valise, but while en route will manage to make an exchange with a confederate and get a fac simile in exchange. This substituted package, valise, or box, is carried to the express office by the victim and one of the swindlers and is shipped to the address of the victim. The party swindled does not discover that he has been the victim of sharpers until he arrives home and opening the valise, package or box which he has sent by express at the solicitation of the swindler, he discovers packages of loose paper, bricks, lead pipe, scrap iron, or packages of sawdust. Convictions for offences of this kind are rare, as those who have been swindled fear the odium that is attached to their being willing to be a party to purchasing and putting in circulation, counterfeit money. It is evident that these "green goods" people are flooding your section of the country with circulars offering to sell you "green goods," and I therefore suggest that you make the matter public through your press.

ROBT. A. PINKERTON,

When it became apparent that green goods were being dealt in in great quantities, it was necessary that some means should be devised to stop the mail of these swindlers. Large quantities of letters were being received by them daily and there was no power at the command of the Postmaster General to interfere with them. Section 5480 of the Revised Statutes of the United States, which provided for the punishment of persons conducting a fraudulent business through the medium of the post office establishment, was inadequate properly to cope with this business and was, by the Act of March 2, 1889, amended so as to read as follows:

An act to punish dealers and pretended dealers in counterfeit money and other fraudulent devices for using the United States mails.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section fifty-four hundred and eighty of the Revised Statutes be, and the same is hereby so amended to read as follows:

SECTION 5480. If any person having devised or intending to devise any scheme to defraud, or to sell, dispose of, loan, exchange, alter, give away or distribute, supply or furnish, or procure for unlawful use any counterfeit or spurious coin, bank notes, paper money, or any obligation or security of the United States or of any state, territory, municipality, company, corporation or person, or anything represented to be or intended to be, or intimated or held out to be such counterfeit or spurious articles, or any scheme or artifice to obtain money by or through correspondence, by what is commonly called the "sawdust swindle," or "counterfeit money fraud," or by dealing or pretending to deal in what is commonly called "green articles," "green coin," "bills," "paper goods," "spurious Treasury notes," "United States goods," "green cigars," or any other names or terms intended to be understood as relating to such counterfeit or spurious articles, to be effected by either opening or intending to open correspondence or communication with any person, whether resident within or outside the United States, by means of the post office establishment of the United States, or by inciting such other person or any person to open communication with the person so devising or intending, shall, in and for executing such scheme or artifice or attempting so to do, place or caused to be placed, any letter packet, writing, circular, pamphlet or advertisement in any post office, branch post office, or street or hotel letter-box of the United States, to be sent or delivered by the said post office establishment, or shall take or receive any such therefrom, such person so misusing the post office establishment shall, upon conviction, be punishable by a fine of not more than five hundred dollars, and by imprisonment for not more than eighteen months, or by both such punishments, at the discretion of the court. The indictment, information or complaint made severally charge offences to the number of three when committed within the same six calendar months; but the court thereupon shall give a single sentence, and shall proportion the punishment especially to the degree in which the abuse of the post office establishment enters as an instrument into such fraudulent scheme and device.

SEC. 2. That any person who in and for conducting, promoting or carrying on, in any manner by means of the post office establishment of the United States, any scheme or device mentioned in the preceding section, or any other unlawful business whatsoever, shall use or assume or request to be addressed by any fictitious, false, or assumed title, name or address, or name other than his own proper name, or shall take or receive from any post office of the United States any letter, postal cards, or packet addressed to any such fictitious, false, or assumed title, name or address, or name other than his own lawful and proper name, shall, upon conviction, be punishable as provided in the first section of this act.

SEC. 3. That the postmaster general may, upon evidence satisfactory to him, that any person is using any fictitious, false or assumed name, title or address in conducting, promoting or carrying on, or assisting therein, by means of the post office establishment of the United States, any business scheme or device in violation of the provisions of this act, instruct any postmaster at any post office at which such letters, cards or packets addressed to such fictitious, false or assumed name or address arrive to notify the party claiming or receiving such letters, cards or packets to appear at the post office and be identified; and if the party so notified fail to appear and be identified, or if it shall satisfactorily appear that such letters, cards or packets are addressed to a fictitious, false or assumed name or address, such letters, postal cards or packages shall be forwarded to the dead letter office as fictitious matter.

SEC. 4. That all matter, the deposit of which in the mails is by this act made punishable, is hereby declared non-mailable; but nothing in this act shall be so construed as to authorize any person other than an employee of the dead-letter office, duly authorized thereto, to open any letter not addressed to himself.

SEC. 5. That whenever the postmaster general is satisfied that letters or packets sent in the mail are addressed to places not the residence or business address of the persons for whom they are intended, to enable such persons to escape identification, he may direct postmasters to deliver such letters only for the post office upon identification of persons addressed.

The names under which these green goods swindlers operated were nearly all fictitious; so, as soon as the Postmaster General was aware that a certain name and address was that of a green goods man, instructions would be promptly issued to the postmaster at the office of address to call upon him for identification under the provisions of the act above referred to before the delivery of any mail to him could be made. After such a notice is issued by the postmaster for the addressee to appear for identification, these letters are seldom claimed, and in course of time they reach the Dead Letter Office. In the past few years a great many letters addressed to green goods dealers, containing various sums of money ranging from one dollar to two hundred dollars and even more, have reached the Dead Letter Office. In one instance a single batch of letters addressed to Adam P. Conklin, Hoboken, N. J., contained five thousand dollars in good money. Conklin had been called on to identify himself under amended Section 5480 of the Revised Statutes, but he never appeared. In other instances, one thousand dollars, two thousand dollars, etc., have been taken out of letters to one address. The writers of these letters, when they are informed by the postmaster at their homes, that the Post Office Department has certain money which it appears was sent by them to a certain person, disclaim all knowledge of the transaction and refuse to receive it. Hardly one third of the money which reaches the Dead Letter Office in this manner has been returned and accepted by the senders.

Many honest persons who receive these circulars send them to the Department. In this way the aliases adopted by these men are known to the authorities very soon after the circulars are sent out. It is generally on this information that orders to appear for identification are issued. A record is kept in the Department of all green goods dealers called on for identification. Within the past year over one thousand different names were entered on this book; and nearly twenty thousand green goods circulars were forwarded to the Department!

The appearance of a few of the names (fictitious, of course,) of these swindlers as they appear on the Department record is:

J. A. Fuller, 2176 Eighth Ave., New York City.
Frank Martin, 37½ Desbrosses St., New York City.
H. Franklin, care of Store, 2157 Eighth Ave., New York City.
Felix Bayard, 143 Beekman St., New York City.
Frank Howard, 33 Church St., New York City.
H. Lizzet, 2214 Eighth Ave., New York City.
John J. Hudson, Weston, Lewis Co., W. Va.
Charles Mansfield, 283 Nicholas Ave., New York City.
E. C. Hamilton, 375 West 128th St., New York City.

The addresses given by these green goods men were generally saloons. Arrangements are made with the saloon keeper to receive all mail, and it will be called for. The mail is also addressed to places where private letter boxes are kept. Not long ago eight letter carriers, who were, unhappily, in collusion with these men, were arrested in New York City. The mail would be addressed to a street and number on the carrier's route; he would put it in his pocket, and then at some appointed place give it to the green goods man.

The green goods dealers have a great many different methods of "working" their victims. Previous to the passage of the act of March 2, 1889, which enabled the post office authorities to stop the mail of these dealers, it was the custom to carry the whole business on through the medium of the post office. A number of circulars were sent out in this way, describing the wonderful merits of the goods, which were offered at exceedingly low rates. Should the addressee remit a small amount, requesting a sample of the green goods, a good one dollar bill would be sent. This could be easily passed, of course, and the victim would probably conclude to make a larger investment. He would send on one hundred dollars, or more, in good money, expecting in return to receive, perhaps, one thousand dollars in counterfeit bills. But the counterfeit money never came. The alleged dealer would pocket the money of his victim and pay no further attention to him. The aliases and addresses of these dealers were frequently changed so that letters of inquiry or complaint seldom reached their destination; and if they did, no attention was paid to them.

Another method of operation was to request the intended victim to order any amount of goods he desired and they would be sent to him by express, "C. O. D." In due course of time the box arrives, and the charges are promptly paid to the express agent. In high

glee the recipient of the box sneaks off to some secret place to open it. Instead of bright, crisp counterfeit greenbacks, he finds nothing but sawdust, bricks, or strips of green paper. He is swindled; but it would never do to complain to the authorities, for he realizes that he is as much a scoundrel as the man who offered to sell him the counterfeit money.

The vigorous and prompt enforcement of the Act of March 2 now makes it almost impossible for the green goods dealers to receive mail, and they have had to devise other ways of swindling their victims. The present method is to send out circulars to prospective victims and request them to send a telegram (a copy of which is enclosed with the circular) if they desire to invest in the green goods. Then full instructions will be sent them how and where they can meet the dealer. In reply to this telegram will be sent a letter containing full instructions, and a good one dollar bill is generally enclosed as a sample of the goods dealt in. It is suggested by the dealer that the intending purchaser use this one dollar bill, just to see how easy it is to pass it.

When the would-be purchaser is ready to start for New York, or any other place of meeting agreed upon (most of the meetings, however, are appointed for New York City), he advises the dealer as to the hour of his departure. On reaching a certain point, generally some small town within a few miles of New York, he is to be met by the dealer or his agent, who is known among the fraternity as the "steerer." He is to go to the hotel named in the instructions, retire to his room, and wait until called on. His telegrams or some passwords are to be the sign of recognition. The would-be purchaser arrives at the hotel, and he retires to his room, where it is not long before he is joined by the green goods "steerer," who presents the proper credentials. Proceeding from the hotel, the victim is generally taken to New York City. He is treated in a royal manner, being taken to the finest restaurants, gin palaces, and other alluring "joints."

The "steerer" has now fully won the confidence of his intended victim and has got him in a happy frame of mind. He takes him to the place where the "goods" are kept and the deal is to be made. Good money, which is represented to be counterfeit, is shown to him and he examines it. He concludes to invest in a certain amount;

it is counted off, and placed in a small satchel, bag, or box. Good greenbacks are given in payment. The "steerer" engages the victim in conversation and takes him to the other side of the room to show him something, and, in the meantime, a trap door in the wall is opened and the satchel containing the money is removed and one just like it, containing packages of green paper, cut in the size of bills with genuine bills on the top and bottom of the pile, is put in its place. The victim gets his satchel; it is opened and he sees



"HE GOES OUT TO THE CAB WITH A BAG OR SATCHEL CONTAINING THE MONEY."

the packages of "money"; but he is warned not to examine it until he is some distance from New York City, as the police are always on the lookout and might notice what he had and arrest him.

Another method adopted by these men is for the "steerer" to conduct the victim into a room in some convenient hotel, show him the "goods" which he proposes to sell to him, and count them out; but just as the transfer is to be made a loud knock is heard at the door, the money is quickly slipped into the "steerer's" pocket, and the door is opened. Two men enter the room and represent themselves to be Government officers, who, having discovered the where-

abouts of this counterfeiter, have come to arrest him. The "steerer" begins to offer money to them to be let off. The bogus officers are at first very indignant to think that their integrity should be assailed, but when the bribe reaches fair proportions, they reluctantly consent to take it and let the offender off. The green goods man takes his victim to one side and explains the situation; if the bribe is not paid, both will be arrested. But it will never do to pay these officers of the law with counterfeit money, and the only way out of the difficulty is for the intending purchaser to pay the promised bribe, and the counterfeit money will be given to him as soon as the officers are out of sight and hearing. The "bribe" is paid. This generally takes all the money the victim has brought with him. The "officers" retire. In a few minutes, the green goods man makes some excuse to leave the room. He never returns; and, after waiting some time in the vain hope that the man will come back and give him the goods, the victim realizes that he has been swindled.

Sometimes the trick is done in a cab. When the "steerer" reaches the city in company with his victim, he suggests that they take a cab and drive to a certain point where the goods will be delivered. The destination is generally a liquor shop. A confederate is waiting in the saloon when the cab drives up at the appointed hour. He goes out to the cab with a bag or satchel containing the money — which is, of course, genuine. The victim is told to count it and see that it is all right. The bills are new and clean; of this much he is certain. He is excited, but not suspicious. He hands his good money out of the window to the confederate, while the "steerer" in the cab puts the satchel under the seat, where, as he suggests, it will be safer. Under the seat is a slide which can be worked by the man on the inside. When the cab starts off, he removes this slide and the bag drops to the ground and is picked up and carried away by the confederate. A bogus bag is under the seat all the while, and this is given to the victim when he gets on the train to go home. He is warned not to open the satchel until he gets to his destination. Should he do so earlier his actions might rouse suspicion; and (horrible! horrible!) he might be arrested with the counterfeit money in his possession.

A year ago a successful attempt was made to punish a man who sent to an alleged green goods dealer for counterfeit money.

The case was in charge of Inspectors Jacobs and Stoutenburgh. A. M. Nicholson sent a letter to Adam P. Conklin, Hoboken, N. J., ordering green goods. Good money was enclosed in payment. Mr. Nicholson's letter reached the Dead Letter Office, as Mr. Conklin, who was called on for identification, did not appear, and it was opened. The letter was passed over to the inspectors, and they went to see Mr. Nicholson. Mr. Jacobs read to Mr. Nicholson the portion of the letter which said: "Please send ten ones and the balance in fives, moderately old," and asked him what he meant by that. He replied that he meant one and five dollar bills. Mr. Jacobs asked him what opportunity he had for passing the bills, and he replied:

"Why, I could pass any quantity of them; I could pass them at any of the stores."

Asked what he had done with the circulars received from Conklin, he stated that he burned those he had not returned. The letter and envelope in question were shown to him and he identified both the letter and the superscription on the envelope as being in the handwriting of his sister. The person to whom the letter was addressed, "Adam P. Conklin, Hoboken, N. J.," was none other than Ed. Parmalee, the notorious green goods dealer. It is needless to say that Parmalee, alias Conklin, did not handle counterfeit money. It was the old saw-dust business pure and simple. Nicholson was arraigned before United States Commissioner Rogers at Baltimore and held in $1,500 to await the action of the grand jury. He was indicted Oct. 13, 1890, tried October 14, and the jury found a verdict of guilty on the same day. Motion was made for a new trial, which was overruled Oct. 24, 1890. On the same day he was sentenced to thirty days in the Baltimore city jail.

It is generally supposed that there are two separate gangs of green goods men in New York City. The managers of these schemes generally live in handsome houses, surrounded with all the luxuries of life. They do not appear in the game, but furnish all the necessary money to pay expenses and delude the prospective purchaser. The men who do the work receive a certain share of the profits.

The Post Office Department has been unrelenting in its efforts to crush these green goods swindlers. They are forced by the surveillance of the post office inspectors to change their addresses every few weeks. Telegraph companies require identification, just as the

Department does, when they have reason to believe that a telegram is from a green goods man. But an important part in breaking up this business must necessarily be done by the state and local authorities. There are a great many different individuals engaged in one green goods transaction: the manager of the scheme, the person who addresses the envelopes, the one who mails them, the "steerer," etc., are all different persons. The offence under the postal laws is mailing the circular or causing it to be mailed; hence the difficulty of getting hold of the manager of the scheme is apparent. It is necessary, in order to reach him, to show by legal evidence that he caused the circular to be mailed. Many arrests of green goods men have been made by post office inspectors, and convictions have generally followed; but these fellows are simply "stool pigeons," and the game may easily go along without them.

One of the victims of a green goods gang recently opened correspondence with the Chief of the Secret Service of the Treasury. The whole story is told in the three following letters:

HON. —— ——, United States Attorney:

Dear Sir: — Inclosed I send you copies of correspondence had with one,—— ——, of —— ——, and the chief of this service. It is the opinion of the chief that this man can be and should be prosecuted under Section 5480, of the Revised Statutes. I present the matter for your information, and request the prosecution of ——. You will notice that he admits writing the letter; therefore, Section 5480, in my opinion, will reach him.

Respectfully yours,

————, *Operative.*

TREASURY DEPARTMENT, SECRET SERVICE DIVISION,
WASHINGTON, D. C., May 12, 1892.

MR. —— —— ——:

Sir: — Your letter, dated May 3d, is received, in which you ask: "May I correspond with you confidentially on quite an important case?" I reply, you may. Any letter addressed "A. L. Drummond, Chief Secret Service Division, Treasury Department, Washington, D. C.," marked "personal" will not be opened by anyone except the chief himself.

Respectfully yours,

JAMES J. BROOKS, *Acting Chief.*

——, ——, April, 1892.

MR. A. L. DRUMMOND:

Dear Sir: — Yours received, and I will leave off preliminaries, and tell you all straight and honestly. Inclosed, you will find a copy of a letter I received, and so I answered it — done just as the instructions say — and I went down to

New York City and met the agent, and he took me to the head man, and there I saw the goods, as they call it, and I picked out the amount I wanted to buy, which was $25,000, for which I paid $1,000 in New York drafts, and I and the agents went to the express office, and there I sent, or intended to send, it to my address; but the scoundrels changed boxes on me, and when I got home and received the box, it had nothing in it but blank paper. Now, Mr. Drummond, I am very desirous this shall be confidential, but I can tell you lots about these green goods swindlers. I would just like to be the means of bringing or help bringing them to justice, and I have the drafts — you can see the endorsers — and I could go to every place in New York City. I can show you the waiting room and take you to the place they keep the goods to show. I can tell you just the place where I met the agents, and I am satisfied I would know them at sight, unless they were wonderfully disguised. Now, Mr. Drummond, I hope you can help me get back my money, for it has ruined me, and I have not very much money to push the thing, and if you can get back my money for me, I will give you a good slice of it. I am out over $1,200, express and all. If you can do anything for me please do, and also please let me know, for I do hate to lose $1,200 on such mean, base villains as they are, and if I can help you in any way to bring them to justice I will, and if there is any reward I want you to have it; but I do want to see them caught and I want my money, if such a thing is possible. But I can tell you lots about them, Mr. Drummond, and if I can help you in any way, I am ready. You can see the drafts, the endorsers, and I can tell you just where I went to the express office, where I met the agent, where I seen the old men, and all about it. Please keep this letter and its contents very confidential. I hope you can do something for me, Mr. Drummond. If you can, please let me know soon; but you know I am almost a poor man now, and almost broke up. Please tell me on what conditions you will help me, and please do all you can for me, and I will help you all I can.

Yours respectfully, etc.

When the District Attorney was asked what he intended doing about the matter, he said:

"I do not know. I should judge by the tone of his letter that the loss of his $1,200 is punishment enough, and when he realizes his position, his punishment will be about as great as he can bear."

If the local authorities of a city really start out to capture green goods men they can usually do it. The Post Office Department, as stated, has only to do with the connection of this fraud with the mails; and, as stated, too, with all the different members of a gang and all the different aliases, it is only with the greatest difficulty that evidence can be had that one of these persons really posts a letter. Plenty of evidence is at hand, however, for the local detective officer, if he only has the clue and will work it out.

FRAUDS PERPETRATED THROUGH THE MAILS.



THE story of the various frauds operated through the medium of the mails would fill whole books. In a great many instances, however, they are of a similar character, and many are simply ingeniously devised "catch games." The advertisements of them are worded evasively and the object is to lead the reader to believe that he is obtaining something of great value for nothing. It doesn't seem to matter, either, whether the something is very useful or not. The Post Office Department is kept constantly busy watching the mails to prevent the wholesale circulation of advertisements of fraudulent schemes, to locate the swindlers, and to gather evidence which will justify some action against them, or the detention of their registered mail and money orders under the power vested in the Postmaster General. Indeed, if it were not for the vigilance of the officers of the Department, the number of schemes for obtaining money under fraudulent pretences would undoubtedly soon be multiplied a hundred-fold.

The repressive influence of the work of the corps of inspectors cannot be calculated. Many persons who conceive ingenious swindles for capturing the stray nickels and dimes of the unsophisticated are restrained from putting them into practice for fear of detection by the postal authorities. Scarcely a day passes that arrests of persons engaged in operating fraudulent enterprises are not reported. Every safeguard possible is thrown around the mails; and, if the people themselves would only display a little more thought, would examine a little more closely the offers to sell gold watches for a dollar, or give crayon portraits free "simply as an advertisement," there would be no opportunity for these swindlers to flourish.

They are always punished in the end, but the swindles still go on. Confidence operators count upon detection; they also count upon the glorious fool public.

Most of the swindles, like the green goods business, are operated from New York City. A good many of the manipulators, however, are located in Chicago, San Francisco, and other large cities. A few make their headquarters in small places, thinking to avoid apprehension. Inducements are held out on all sides to make money without working for it. Opportunities are offered for investments paying profits heretofore unheard of. A certain firm has secured a large tract of land which it will divide into small lots and sell at a very low figure in order to advertise what they represent to be "the city of the future." Investigation seldom fails to show that these wonderfully cheap lots are nothing but marsh lands or the tops of impassable mountains. Not infrequently they have been found to be entirely under water. No wonder the generous dealer can afford to sell his lots for $2.50 apiece or for the price of the deed (allowing him a reasonable fee for attending to the business) when he probably purchased the whole tract of land at two or three dollars an acre.

A few years ago a great many persons were induced, by glaring advertisements describing the richness and beauty of a certain region in Florida (which promised, in a few years, of course, to be one of the great cities of the South), to pay $2.50 for small lots. One of the purchasers, who concluded to settle on his estate, journeyed to the land of flowers to see it. He has not yet been able to set foot upon his lot; for at last accounts he was under the impression that it was located in the middle of a beautiful lake, — and the water was still there.

Probably the biggest swindle which has been operated of late years throughout the country, next to the green goods business and the Louisiana Lottery, of course, has been the "endowment associations." These have been carried on extensively in Kansas and other Western states, and in several of the Eastern states also. Persons engaged in manipulating these schemes have no difficulty, as a general thing, in being incorporated under the loose incorporation laws of some of the states. The association elects its officers and board of managers, secures an office, and issues glowing adver-

tisements and circulars describing its peculiar advantages for caring for the "surplus earnings" of the "thrifty," and inviting them to invest and secure a fortune. The association issues what are generally known as endowment certificates, usually said to be good for one thousand dollars each. The purchasers are required to pay small regular premiums, the agreement being that any failure to pay within a specified time shall involve a forfeiture by the holder of his certificate and of all monies then paid into the concern. In some cases certificates are arranged to fall due at certain stated intervals, while in others the payment of the certificate depends upon the amount of money in the treasury of the association. The certificates are always paid in the order in which they are numbered. The liquidation of the certificates is conducted according to the statements contained in the circulars, in accordance with the above system. It is always arranged, however, that the officers and directors of the association hold the first numbered certificates. By the time these certificates have all been paid, the concern fails, the business of the association is taken in charge by the state authorities, and the balance of the certificate holders have nothing to show for the money they have invested but the handsomely executed certificate; and it is very pretty!

One of these concerns, located at Hartford, Conn., carried on an extensive business for some time. The certificates were for one thousand dollars each, and about ten or fifteen of them were held by the officers of the company and different members of their families. These were all paid. One of the officers of the concern, however, was not treated as generously as his partners, and he exposed the whole swindle. It was found that the company had not met, nor could it meet under the plan upon which it was running, the payment of the outstanding certificates at all.

This class of so-called securities, like many others of a worthless character, are offered to poor people who have a limited income and who can only afford to invest very small amounts. The Department has taken every means to destroy these concerns, and very few of them are in operation to-day. In fact, they are short-lived in any event, for the profits are all reaped in a few months, —and then the concern breaks up.

A similar scheme to which the Department has lately been paying attention is briefly this: Tickets numbered consecutively from one to any number are sold either by the "company" itself or by its agents scattered throughout the country. These tickets cost one dollar each, with the provision that a certain amount shall be paid each month until fifty dollars are paid, when the ticket becomes a certificate for stock of the par value of one hundred dollars; and they carry with them the right to obtain a loan from the company. These loans are advertised to be made each month, and vary in amount from five to ten thousand dollars. The "loans" are to be returned to the company within a specified time, usually a long period of years. A certain portion of the funds in the hands of the company is to be invested, from time to time, in mines and other bonanzas, out of which a profit sufficiently large is expected to make for the stockholders (those who purchase tickets) enormous returns. The entire company, on investigation, proved to be a single person, who controlled the whole machinery of the scheme. He decided to what number a certain "loan" would be made; that is to say, whether ticket numbered "1," or "7589," or some other number, should receive a loan of five dollars or five thousand dollars. Right at this point the fraud came to the surface. No loans were ever made. If complaints were received by the company that "investors" had received no money after complying with all the requirements of the concern, they were answered that their tickets would, at some future time, be entitled to a loan.

The European claims agency had been a very profitable swindle until the Department took hold of it. These advertised for missing heirs to boundless unclaimed fortunes in European countries. They asked no fee for their trouble if not successful, and assured the persons addressed that the only expense in establishing the claims was the small sum of twenty-five dollars for a bondsman, which sum, of course, must be paid in advance. The money was paid for the supposed bondsman somewhere in Europe, but in reality the money never found its way out of the close fists of the swindlers in New York City. Their circulars, which were sent broadcast through the country, contained the names of persons to whom they said the money or property was due. They selected names common in every city directory; hence they had no trouble in reaching thousands

of people bearing the same or similar family names. It is surprising how many apparently intelligent people have parted with their money under such circumstances without the shadow of a guarantee that they are dealing with responsible persons. They accept the mere statement of a stranger, perhaps a fictitious stranger, without question, send their remittance, and live a few months in the peaceful expectation of realizing a fortune which never comes. When the hard, cold truth dawns upon them, they are too proud to allow their neighbors to know how they have been fooled, and — others are defrauded.

As soon as the Department was advised of these swindles the postmaster at New York City was notified to call upon the operators of the scheme for identification before delivering any mail matter to them. In many cases the scheme was "worked" under aliases and the operators could not identify themselves. In these cases the letters were returned to the senders. Orders were also issued to the postmaster at New York forbidding the delivery of registered letters or the payment of money orders to these persons.

This heir scheme has also been "worked" in England, by swindlers who send their circulars to men and women in this country advising them of large sums of money, estates, etc., which are waiting to be claimed by rightful heirs. The party addressed is believed to be "one of the nearest heirs," and for a small amount, generally one or two dollars, the matter will be thoroughly looked into. Circulars have been sent to postmasters in this country, stating that it is believed that heirs to a certain large estate in England are located somewhere in their vicinity, and requesting them to post a notice in a conspicuous place in their offices, so that all patrons can see it. The notice generally invites all persons of English parentage to send their names to the undersigned, and full particulars about their ancestors and their emigration to this country. The postmaster is led to expect, for his trouble in posting the circular, a certain percentage of the money that may be inherited by the discovered heir residing in his neighborhood. For a while, notwithstanding the orders of the Department to the contrary, some of these notices were posted, and good green dollars found their way into the hands of these swindlers from prospective English landholders and "peers of the realm." With the assistance of the

English postal authorities, however, this whole method of swindling has almost entirely disappeared.

Bogus detective agencies were in vogue several years ago. It is the height of ambition of many city and country boys (and men) to be detectives. The bogus detective swindlers simply played upon this mania. Detective agencies were organized under the laws of some states (where it is possible to incorporate almost anything), for the apparent purpose of aiding in the detection of persons engaged in illegitimate business, as well as criminals, thieves, etc. Officers were elected, and headquarters fitted up. Elaborate circulars, describing the great benefits to be derived from such an institution (which proposed to have its confidential agents in every town and hamlet in the country), were sent out. A private communication generally accompanied the circular, which stated that the agency desired to secure a discreet and competent representative where the person addressed resided; and if the latter would like the appointment, a commission and badge would be forwarded to him. It would be necessary, however, to send five dollars as a preliminary fee. A certain commission would be allowed him on any business entrusted to his care. The would-be detective enclosed his money and received a commission duly made out and signed by the proper "officials," — and a brass badge worth perhaps ten cents. He never heard anything more of the company; and of course these concerns never do any detective business. A large number of the correspondents of the same agency have frequently been found in one place; for as this is a "confidential" position, and as the holder of the commission expects soon to electrify the community by his exploits and detective skill, the "detective" keeps quiet until a considerable time has elapsed and no business has appeared, when he begins to talk about the matter and finds that many others have been caught in the selfsame net.

Advertisements are frequently seen in newspapers having mostly a rural circulation offering "free for the next thirty days" a beautiful life-sized crayon portrait of any person sending to the address named in the advertisement a portrait of himself or any member of his family; the only consideration being that, in return for this exquisite work of art, it is to be shown to friends who may be induced thereby to become patrons of the concern. People in poor

circumstances, who are unable to have large pictures made, send their tintypes or card photographs to be enlarged "free of cost." In a few days a letter arrives stating that the picture has been begun and is sure to be a fine work of art. It will indeed be an ornament to any home. But as the picture "would probably be broken, or otherwise disfigured" in transit, unless a frame is put around it, a price list of frames that can be furnished at a moderate cost is enclosed, and a remittance to cover the cost of the frame that may be chosen is requested. If the person is unable to purchase the frame, and urges that the picture be forwarded at his risk, or that the original picture be returned to him, no attention is ever paid to the request and the picture is pigeon-holed until the deluded one concludes to order a frame or invokes the aid of the Department in securing restitution. If a frame is ordered at from five to six dollars, the picture, which is nothing but a sun print with a little crayon rubbed over it, is forwarded in a very cheap frame, the picture and frame probably not costing more than $2 or $2.50. The pictures sent for enlargement are generally those (most unhappily) of dead relatives, and they are held by these crayon companies to force the purchase of a frame; and in many instances the amount asked for is remitted simply that the original picture may be recovered. Not long ago the Post Office Department withheld the registered mail and money orders of one concern until the swindlers returned to the owners about fifteen thousand photographs, which they had refused to send back unless frames were ordered.

Another petty swindle has been operated extensively during the past year through the mails, but it does not come within the prohibition of any postal law, and the Department has not yet been able to reach it except in cases where the fraud was apparent. It is so absurd and impracticable, however, that it is fast disappearing for the want of supporters. Several prizes are offered to persons sending in the first correct answers to a simple rebus. A subscription price of from ten to fifty cents or the purchase of some little article of small value is generally required to accompany the answer to these rebuses. At first, thousands of answers flowed into the offices of these concerns. Possibly a few prizes were awarded, but as no specific complaint was ever entered, upon which an action could be based toward excluding such matter from the mails, the

scheme is still carried on to a limited extent. This does not come within the prohibition of the anti-lottery law, as the prizes are not dependent on lot or chance, but rather upon the skill and promptness of the competitor in sending in his answer. But it is a swindle surely enough, and recently the postmaster at New York was instructed not to deliver mail to one of these concerns. The firm had advertised in many newspapers that it would pay prizes of from ten to five hundred dollars to any one who would guess certain simple puzzles. One problem was to fill out the blanks in "A-r-ca," the complete word being "the best country on earth." The company advertised that it would receive answers only from subscribers to its paper, which cost thirty cents a year. Those who did send in solutions to the puzzle were told that the prize would be paid in a lot at Roselawn Park, at Riverhead, L. I. The subscriber must send $5 for the expenses of the transfer, etc., if he wanted an inner lot, and $35 if he wished a corner one. In point of fact Roselawn Park is a barren waste, worth only a few dollars an acre, and the swindlers did not own it at all. The firm had been receiving about three hundred letters a day.

A small swindle is sometimes operated by sending to merchants throughout the country a parcel containing eight packages of a patent medicine. These packages retail at twenty-five cents each; and a purchase of one of them carries with it the right to a numbered ticket which purports to entitle the holder of it to a valuable piece of jewelry or silver ware, as "per the option" of the operator. It is understood that the rewards or prizes are always given and that each ticket receives its present. The inducement held out in order to get a purchaser for the nostrums is the hope of obtaining a premium in addition to the medicine, worth, perhaps, many times the twenty-five cents which must be invested. After the matter is finally settled, the purchaser may square his account thus:

Amount invested	$0.25	$0.25
Received one package of "medicine"	$0.00	
Received one article of jewelry or silverware	$0.05	$0.05
Balance in favor of the operator		$0.20

A short time ago an advertisement appeared in different newspapers throughout the country stating that gold watches would be

sent for a certain number of subscribers to the paper published by the advertiser. At the bottom of the advertisement was a cut of a watch, near which it was stated that that was the watch that would be sent. Every person was to send one dollar for a subscription to the paper for one year. While it was not stated in positive terms that the person would receive a gold watch, yet such would be the impression from reading the advertisement. If the dollar was remitted, a brass sun dial, which could be bought anywhere for fifteen cents, was enclosed with the information that in order to get the "gold watch," a certain number of subscribers, generally very large, would have to be sent.

A few years ago an advertisement appeared in the papers stating that for the sum of one dollar a receipt would be given for the permanent cure for stammering. When the dollar was sent the receipt was returned, which simply read, "Keep your mouth shut." Another instance: An advertisement recited that for fifty cents a recipe would be given for catching all the fish in any given body of water. When the fifty cents was sent a slip would be returned telling the victim "to dip all the water out and then pick up all the fish." An extensive fraud was recently carried on by certain persons claiming to be commission merchants, or produce dealers, who sent out their circulars and price-lists offering prices higher than the market, when in fact they had no commission house, and perhaps not even desk room; and the goods shipped to them were received and sold at any price obtainable, no returns whatever being made.

Sometime since a very glowing advertisement of a book appeared, "exclusively for young unmarried people, both gentlemen and ladies," the price of which was $5. For the $5 a very cheap edition of the Bible was sent. Great frauds were once carried on by the proposed publication of handsome illustrated books, for which photographs of prominent men were solicited. It was added that to have the necessary copper-plates engraved would cost $16.75. A surprisingly large number responded with photographs and money; but no books, of course, were ever printed.

A "fruit company," which exists only on letter heads and envelopes, will address a number of letters dated generally New York or New Orleans, to John Smith, say, its travelling agent at

different places of seldom more than three or five thousand inhabitants, in care of the leading hotel, endorsed: "Hold until Mr. S. calls." In due course of time "Smith" makes his appearance. He is a smooth, polite gentleman, a good talker, and apparently full of business. He makes friends with everybody, and undoubtedly leads the proprietor to believe that he is an important ornament to his profession. His mail is handed to him; he opens it in the office. One of the letters is from his "firm," acknowledging the receipt of a number of orders, complimenting him on his success, and encouraging him to renewed activity. His request for funds is cheerfully complied with, and a check, generally for about fifty dollars, drawn on some well-known New York bank, is enclosed for travelling expenses and salary.

The "latest quotations in the fruit market" are also given for his guidance; Florida oranges are quoted at from $1.75 to $2 per box, while the regular market price, at the time when the letter in question is dated, is $4 and over a box; lemons are quoted at $3.50 a box — regular quotation $6; bananas $1.25 to $1.35 — regular quotation $2.50 to $3; and so on. In an off-hand way Smith shows the letter to the proprietor to examine these "quotations;" and Smith is also careful that he sees the check. The agent now starts out to solicit orders from fruit dealers in the town, and he generally meets with success, for his prices are very low, and no payments are required until after the goods are delivered.

The hotel man hears of these transactions and his good opinion of Mr. S. is greatly strengthened. Business finished, the agent is ready to leave, and calls for his bill. He expresses his gratitude to the proprietor for his kind treatment, and promises to send his friends along. He is running short of money, and asks the hotel keeper to cash the check he has just received from his house. There is seldom any objection, as it would be poor policy to offend such an important and ornamental customer as Smith. The amount of the bill is deducted and Mr. S. receives the balance of his check in good greenbacks. The check is placed with a bank for collection, but before long it returns with the information that the "fruit company" is not a depositor and is not known. Mr. Smith and his "fruit orders" are never again heard of.

"Smith" follows up the letters sent out by his "firm" to the

different places, and repeats the same operation. Sometimes he is scared off his route and the letters are returned to the mailing office, in accordance with a card on the envelope, from the places he has not visited, as "unclaimed." The "fruit company" cannot be found at the place indicated on the envelope, or anywhere else in the city, and in due course the letters reach the Dead Letter Office. Occasionally, if the "agent" thinks he has an easy victim, he will explain his financial condition to the dealer from whom he has received an order, and will ask him to cash his check.

At one time there appeared in country weeklies an advertisement offering $6,725 in cash prizes to persons sending answers to a simple puzzle, inserted in the advertisement. The puzzle was simple enough, and the answers, accompanied by $1 for a bottle of Funk's Wonderful Life Preserver, came rolling in at the rate of several hundred a day. To each patron was sent a small bottle of pills and a small wood cut for framing. Later a circular was sent out saying that a list of the prize winners could not be sent by mail on account of the lottery law, but if any patron was dissatisfied his money would be returned,— if the goods were sent back in good condition. Of course such a return of the goods was impossible.

Some time ago circulars were sent to a large number of farmers offering to send a corn-sheller free, if the aforesaid farmers would remit $5 to pay the expenses of packing and shipping; the only consideration asked in return being that they should exhibit the shellers to their neighbors and induce them to buy. A large number of farmers sent on $5 for the shellers and in return received by mail a piece of hoop iron six or eight inches long.

Another game is "worked" by pretended patent agents in different parts of the country, who procure from the official publications of the patent office the names of thousands of inventors to whom patents have been granted. They write to these inventors, saying that they are in communication with capitalists who desire to purchase certain rights in the patents. "Big money" is in prospect, and only $20 will be required for the expense of conducting the affair. Later on $20 more is demanded, and so on, as long as the poor inventor will respond.

A few months ago two hundred letters from all parts of the United States, and not a few of them from Europe, were received at the

Department. All were addressed to the "Pacific Matrimonial Bureau, San Francisco, Cal.," and each one contained an enclosure of ten cents in postage stamps or in silver. Without exception they were answers to a circular issued some time before by this bureau in behalf of "a lady of wealth," somewhat embarrassed by a child that was not a wise child. She desired to share a considerable fortune with any good and honorable man who was willing to give her his name. It was requested that anyone responding should accompany his reply with ten cents as a token of good faith. Many good and honorable men were found willing to give their names to this unfortunate lady. Indeed, the two hundred letters in the batch referred to were only a few of the thousands that had reached the San Francisco post office in response to the circular.

The post office inspector in Chicago sometime ago looked into the business conducted by a concern ostensibly engaged in the beneficent work of giving every boy or girl who sold $4.80 worth of baking powder or toilet soap a $45 bicycle. Circulars printed in black and blue on business-looking paper were scattered broadcast. The number of youngsters who accepted the alluring offer was something enormous. The scheme was thus described in a circular:

"We make a list of every person who accepts this proposition and sends an order for one dozen cans of baking powder. We give a bicycle for every fifteen dozen sold. You do not have to send any more orders than the one dozen to entitle you to a bicycle, but you will have to wait until other persons have sent in orders to the amount of fourteen dozen. The first person who sends in an order will get the first bicycle. The second one will get the second bicycle, and so on. If thirty people send in an order in answer to this proposition the first day, their orders will be numbered as they are received from one to thirty, and numbers one and two will have bicycles shipped them that day; on the next day, if thirty more come in, the numbers will extend up to sixty, and numbers three and four will have bicycles shipped them that day; and so on until everyone accepting this offer receives a bicycle. This offer will remain good for thirty days from the time you receive this circular and perhaps longer; possibly the whole season, but we will not promise to hold it open longer than thirty days, and it will depend upon the number of persons who accept in that time, so you must get in your order for one dozen within thirty days to entitle you to a bicycle under this offer. When the offer is withdrawn we shall then continue sending out bicycles until every one who has accepted this offer has received one, sending one out for every additional fourteen dozen ordered from our regular trade (special offers excepted)."

It requires but little figuring to see that if one thousand children took this easy means of getting a wheel, nine hundred and ninety-

eight of them would be supplied as soon as the fraudulent concern had disposed of 1,500,000 dozen cans of baking powder, or 18,000,000 cans in all. For this amount of baking powder the company would receive $7,200,000.

This particular concern was no beardless novice in the swindling business. Their various schemes yielded them 1,500 ordinary letters and fifty registered letters on an average every day. One of the schemes they practised was a newspaper, edited with a handsaw and used to advertise their other schemes while "working" the "gold watch game." Another scheme of theirs was the "Monarch Laundry Works," which advertised to give away 1,000 washing machines, just to introduce them, on receipt of sixty cents for the packing. The person who sent sixty cents received a tin tube, six by nine inches, packed in a paper box. They had another "fake," a newspaper of the matrimonial kind. The Universal Supply Company, the American Supply Company, the Garden City Supply Company, and the Rubber Supply Company were other branches of the swindle. One of the "partners" had been indicted in Boston and arrested in Chicago for advertising "silk remnants" for sale. People were requested to send $1 to him and receive a certain number of yards of silk. So they did; but it was not silk cloth, but silk thread, that they received.

The general delivery clerk in the Philadelphia post office found, some months ago, that he had an accumulation of 4,800 letters, many registered, and all addressed to William H. Williamson & Company. Williamson & Company appeared to carry on an extensive business in moth powder and blacking and other patent articles. Their advertisement in the papers read:

"Man with push wanted in each city, town and hamlet, to introduce the fastest selling household article on record. Over a million sold in Philadelphia. Will pay competent persons $4 per day. Address with stamp, etc."

The Williamsons were soon doing a rushing business. They were making fortunes selling moth powders for $1 per hundred packages to agents who in turn sold the packages for five cents apiece. Country folks sent them a great correspondence. Whether the agents sold the stuff or not did not concern the company. Under all the circumstances the Williamsons disappeared.

Not long ago a man in East Orange, N. J., solicited business by means of the following remarkable circular:

"Would you like to get married?

"If so, we will give you the names of twenty persons, either male or female, who would like to have the pleasure of writing to you or seeing you. We have both classes, the rich as well as the poor.

"If you do not care to marry, and would like to have some fun, send to us for the fun list; life is too short to be wasted away doing nothing and knowing nothing, so have a little fun while it is going. Which list will you have, our marriage list or our fun list?

"To get the list you must send us 10 cents and the names of five single persons.

"Remember, girls, this is leap year. Boys, look out, or they will be after you.

"Send 50 cents and join our Fun and Frolic Club for one year.

"If you are already married, please hand this circular to some friend who is not."

Those who desired the "marriage list" must send twenty cents and five new names, and a list of twenty men or women who desired to correspond with a view to matrimony were sent in return. A young Jerseyman who sent for the "fun and frolic list" received a list of twenty women and twenty men, residing at various points in Pennsylvania and the Western states. It was thought at first that the swindler was amenable to the postal laws, but there was no perceptible fraud, and hence nothing could be done.

Not long ago a fellow in Fort Worth, Texas, sent out two thousand letters through the mails asking each addressee to send him ten cents. He was $200 in debt and would promptly return the ten cents as soon as he could get out of it, and that would be very soon. A good many replied. A few years ago a student in some college sent similar requests broadcast, saying that unless he received aid he would be compelled to abandon the ambition of his life — to enter the Christian ministry. He received many replies, and in many a case $5 was sent. Some clergymen read the letter to their congregations and collections were taken up. There is no way to close the mails to these people, because it is not pretended that they promise something which they do not send.

There are more indecent things than this. Some time ago a wealthy gentleman in New York, whose family were spending the summer at a seaside resort, received in a letter from some blackmailer a picture of one of his daughters. The letter stated that this

picture had been secured a few days before, and that it would be published, "with a full account of the scene it represented," in a newspaper, unless the father wanted to purchase the negative and the prints. The sum demanded for the negative was perhaps five hundred, perhaps a thousand dollars. The father, in order to avoid a scandal, sent the money on. But because he had no business to do that did not mitigate the indecency of the blackmail. These pictures are very ingeniously prepared. A copy of some off-color picture will be procured, and a "snap shot" taken of the young woman whose father is to be victimized. The girl's face is fixed on the other picture and prints are made from it. Thousands of dollars used to be extorted from wealthy men in this way, but the Post Office Department has succeeded in checking the business.

The Department is annually deprived of a considerable amount of revenue by the use of postage stamps that have once been used. Some letters go through the mails where the stamps have not been cancelled, through some defect in the cancelling stamp, or the carelessness of the postmaster in not striking the stamp properly. A post office inspector recently visited several mills where old paper was used in the manufacture of new paper. In a room of one of these mills, where twenty or more men and girls were employed in sorting the old stock of paper as it was taken into the mill and putting it on an endless belt which carried it to another part of the mill, he picked up within two minutes five old envelopes as they were passing, the stamps on which had not been touched in postmarking. The inspector found that the girls were saving a great many of these envelopes; and when asked why they did it, they replied that they supposed the stamps were good, as there were no marks on them. These stamps were accordingly collected by the girls and the stamps removed and sold to merchants at a discount, who also used them innocently.

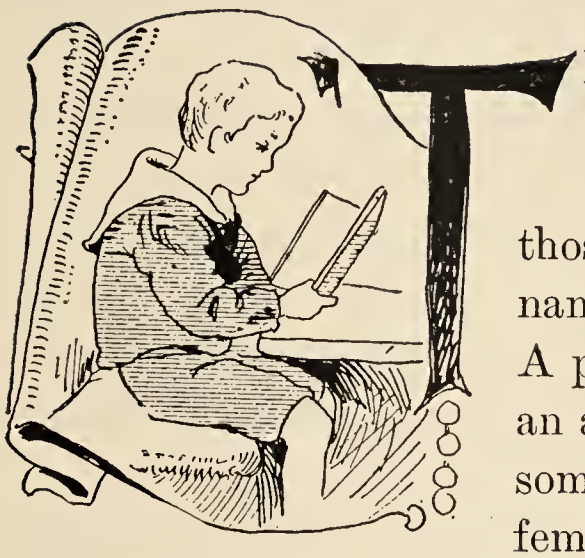
Very few persons realize that the use of a stamp which has served the purpose for which it was intended, whether it is cancelled or not, is in violation of the penalty clause of one of the sections of the revised statutes. This provides that:

"Any person employed in any department of the post office establishment of the United States who shall wilfully and knowingly use or cause to be used, in prepayment of postage, any postage stamp, postal card, or stamped envelope

. . . which has already been used for a like purpose, or shall remove or attempt to remove the cancelling or defacing marks from any such postage stamp, or stamped envelope, or postal card, with the intent to use or cause the use of the same a second time, or offer to sell the same . . . . shall be deemed guilty of a felony, and shall be imprisoned for not less than one year nor more than three years."

Another clause provides that if any person not employed in any department of the post office establishment of the United States shall commit any of the offences described in the section just quoted from, he shall be guilty of a misdemeanor and be punished by imprisonment for not less than six months nor more than one year, or by a fine of not less than one hundred dollars nor more than five hundred dollars, for each offence, or both.

THE CURSE OF OBSCENE LITERATURE.



THE school catalogue is the greatest boon to the obscene literature dealer. Many schools and colleges, and especially those for young women, do not give the names of students in their catalogues. A person once obtained surreptitiously from an assistant professor in a female seminary some fifteen or more catalogues of other female seminaries and colleges. It was soon found that obscene advertisements and pictures had been sent to nearly all the young women whose names appeared in the books. About a year ago vile advertisements were reported to have been received by every student in one of the largest colleges for young women in the country. A Member of Congress recently forwarded to the Post Office Department two particularly rank pamphlets which had been sent to two young women in his district, and he denounced in the strongest-terms the fiends who were thus permitted to invade the home and poison the innocent. It is known, indeed, that this stuff has been addressed to the daughters of Members of Congress themselves, and hardly a day passes that some father or mother does not forward to the Department obscene pamphlets or pictures received by son or daughter. But in thousands of cases the deadly virus does its work without the slightest suspicion on the part of parents.

Many parents deceive themselves. Instances of this indifference, or self deception, have come to the knowledge of the agents of societies for the suppression of vice many, many times. In one case not long ago a boy of about seventeen was discovered with one of the vilest of all the obscene books in his possession. He had just been out dining in New York with his father when the

agent interviewed him. At first he denied all knowledge of any such book, but it was certain that he had that morning received it from a classmate to whom he had loaned it. The agent gave him his choice of being arrested or producing the book. He handed it out of his pocket.

The agent took the book to the boy's father, who knew nothing of it. The father cried indignantly:

"You need not tell me any such stuff about my boy; he wouldn't look at such a book."

The boy was called in, and the book was shown him, and the question asked:

"Have you had this book?"

He replied, "Yes, sir."

"Have you loaned it to other boys?"

"Yes, sir," he said.

"How long have you had it?"

"About two weeks," he replied.

The book was traced back more than a year to a time when this young man and a friend had had it in Connecticut, where they had spent the previous summer together. In the case of the companion who had returned the book the agent had the same experience with the father until the boy confessed to having it and to reading it in his room at night after going upstairs to bed. These were boys of most respectable parents. The first ran away and married clandestinely, while the latter left his home and went to New York in order to be free from all restraints.

In one school an agent of a society for the suppression of vice found that over one third of a class of fifty girls confessed to having had pamphlets and pictures of the grossest obscenity. One of these, a mere girl of thirteen years, the agent found in her home. In his presence she went to a bureau drawer and brought out a sealed package. It was found to contain a quantity of the most debasing matter.

In 1882, in one of the beautiful towns on the Hudson, the principal of a select school for boys discovered in a pocketbook left in the desk of one of the boys, whom with some half dozen others he had expelled for disorderly conduct, an obscene picture. The professor determined to have the matter probed to the bottom, and to discover,

if possible, who of the boys, if any, had, or had had, this matter. He sent for the agent of the Society for the Suppression of Vice. The agent visited the school and had an interview with several of the students. Little by little he drew out the facts that this picture came out of a well-known obscene book, and that nearly all the boys had seen and read the book, while several of them had other matter of like character then in their possession. The owner of the book was found, and as he was the ringleader of the disorderly element, and was looked up to by all the boys as a sort of chief, he was arrested. He was living with an uncle, the head of a large manufacturing establishment. The agent went to the uncle's residence and found that one of the boy's expelled associates had driven out to notify him that there was an officer on his trail, and he had hurriedly harnessed his horse and driven into town a few moments before the agent arrived.

The agent followed during a fierce thunder storm. The livery stables in town were searched for the horse and buggy. They were soon found. At ten in the evening the friend who had notified the boy to escape came for the horse and from him the whereabouts of the young culprit was discovered. He was wrapped in the folds of a cloak of rubber, hiding by the side of a church, waiting for his horse. As the officer approached him, he pressed his right hand toward his inside pocket, where afterwards a bowie knife was found. His companion, driving out to notify this young desperado to flee from justice, had taken a small girl along with him. He desired to remain with his "pal" over night and was accordingly searched before going into his cell. In his inside coat pocket was the usual mess of obscenity. With it were letters from young girls and painted women. One of the expelled boys, who was asked the cause of the disorder in the school, replied that it was the obscene matter, the boys' papers and the stories of crime that had been sent them.

In numerous instances matter of the most filthy character has been found in the possession of school children, boys and girls. These pamphlets are read in some secret corner and then passed from hand to hand, notwithstanding the vigilance of teachers and parents. Mere youngsters sit up all night and read the stuff.

During the rage for photographs in packages of cigarettes, not

long ago, the mails were flooded with such pictures, and thousands of improper ones found their way to the Dead Letter Office. They were produced in almost incredible numbers, largely in Boston, the method being for a photographer to obtain a contract from a manufacturer of cigarettes to supply so many millions, of a size and general description named. The contractor would then go into the market and buy, chiefly through agents, every new and suitable photograph obtainable of actresses, ballet dancers, etc. In one instance the pictures of the entire list of pupils at a fashionable school for young ladies were secured surreptitiously and multiplied and distributed in packages of cigarettes. The portraits thus collected were mounted in sizes matched on huge cards, a hundred or more on each, and each card was placed before the camera and reproduced on a scale as much smaller as was desired. In this way whole sheets of photographs were struck off from the resulting negatives at once, subsequently to be cut apart and delivered to the cigarette maker. There was so much money in this business that photographers of the highest ostensible repute went into it secretly.

No less dangerous than obscene books and publications are the so-called medical pamphlets, advertising some quack remedy. These pamphlets are of no medical value whatever, and only debauch the mind and inflame the passions of those who read them. Thousands are sent out daily to all parts of the country, addressed to boys and girls, young men and women, and even to the elderly.

The Post Office Department has used every means at its command to suppress all this traffic. Indictments have been secured in hundreds of cases, and in many convictions have followed. Nearly every day orders are issued from the Department to throw out obscene pictures and pamphlets which have been deposited for mailing. Moses Harman, of Valley Falls, Kansas, was for a number of years the publisher of one of the most filthy publications that ever came to the Department. He was taken in hand by Mr. R. W. McAfee, an inspector of the Post Office Department, and on February 18, 1890, Harman was arrested. He was tried before Judge Foster of the United States Court in Kansas, and on April 30, 1890, was sentenced to five years' imprisonment and had to pay a fine of three hundred dollars and the costs of prosecution.

Another filthy paper was published at Princeton, Mass. Ezra H. Heywood, an old acquaintance of all who are familiar with the fight against obscene literature for the past twenty years, was its editor. Heywood was convicted in 1876 for a violation of the then existing law against obscenity. While serving sentence for this offence, he was pardoned by President Hayes upon a petition largely signed by residents of his home. The publication of this paper promptly began soon after Heywood's release from prison in 1877. Several attempts were made to bring him to justice for violation of the obscene laws, but all efforts failed on account of the instructions of the court. In one of the cases the judge held that Heywood's descriptions were the expression of the editor's ideas and that under the Constitution "every man was entitled to his opinion."

Shortly after General Tyner's appointment as Assistant Attorney General for the Post Office Department in 1889, he received numerous complaints from prominent physicians and others concerning the circulation of Heywood's publication in the mails. He promptly called the attention of the Chief Inspector to it, with the suggestion that a prosecution should be immediately begun against Heywood. He also directed the postmaster at Princeton to withhold the edition then in his office and to submit a copy of all subsequent editions for examination before they were permitted to pass. Heywood tried to deposit his papers at other offices and on mail cars, but this plan was promptly frustrated by the vigilance of the Department. Heywood was finally arrested May 17, 1890, and arraigned before the United States Commissioner at Boston on the same day and held in $500 bonds. An indictment was subsequently found by the grand jury and the trial began before Judge Carpenter of the United States Court on June 10, 1890. It lasted two days and resulted in the conviction of Heywood. He was sentenced to two years at hard labor in the state prison at Charlestown.

The laws on the statute books are inadequate entirely to close the mails against this traffic. The Assistant Attorney General for the Department in his report for 1889 urgently referred to the need of added legislation. During the Fifty-First Congress an attempt was made to secure further amendments to the law against obscenity, but without success. This was the fact about the Fifty-Second Congress also.

The subject of obscene literature circulated through the mails, and of frauds operated through the medium of the post, would be incomplete without some reference to the work of the New York Society for the Suppression of Vice, and of its dauntless secretary, Mr. Anthony Comstock, who is also an inspector of the Post Office Department. The work of this society and of its agent has been so closely identified with the Postal Department that it is almost a part of it. Hardly any scheme can be operated with any degree of success without resorting to the mails; and hence Mr. Comstock, acting under national and state authority, has been enabled to accomplish a great deal. Hundreds, perhaps thousands, who would otherwise engage in these low enterprises, have been restrained by fear of detection and imprisonment.



MR. ANTHONY COMSTOCK.

Anthony Comstock was born in Connecticut in 1844. When he was about twenty word reached his home that his brother Samuel had been killed at Gettysburg. He went, with an older brother, to bring the body home, and then enlisted to fill the vacancy in the regiment caused by his brother's death. He served until mustered out at the close of the war, foreshadowing the bravery that was to distinguish his later career. In 1865 Mr. Comstock secured a clerk's place in New Haven, and remained there for nearly a year. Mr. Christopher R. Robert about that time was starting the Lookout Mountain Educational Institute. A company of gentlemen, of whom Robert and Peter Cooper of New York were principals, purchased the Government hospitals on the top of Lookout Mountain and turned them into dormitories and schools. Mr. Comstock was sent by Messrs. Robert and Cooper as a steward for the school, to purchase supplies, etc. He worked about sixteen hours

a day and broke himself completely down. In the fall of 1867 he went to New York with five dollars in his pocket. He walked the streets of the city for a whole week trying to find something to do. Finally he found a place on Saturday evening with Ammidown, Lane & Co., of Warren Street. After remaining with this firm for a short time, he secured a better position with J. B. Spellman & Sons, wholesale notion dealers. He was obliged to begin at the bottom of the ladder, as he was not familiar with business habits. He was stock clerk for about three months, when he was promoted to salesman. For three years he had to live very "close."

During this time Mr. Comstock became aware, through information gathered from his associates, of the demoralizing influence of the obscene literature, pictures, etc., of the day, and from various sources gathered some idea of the enormous traffic in this stuff. Indeed, a number of his associates, bright and intelligent young men, were ruined before his eyes in this manner. In the early part of 1872 one or two sad cases came to his attention, of young men who had been ruined; one of them was turned out of his home. Obscene books were openly advertised in sporting and criminal newspapers. Hundreds of thousands of circulars were annually sent through the mails. The process used in sending out circulars advertising these books was to secure names in different ways, through postmasters, by agents, etc., and, after being used by one dealer they were sold to another, and thus passed from hand to hand, so that the victim was well supplied. A man who was arrested in Massachusetts about this time had more than three hundred thousand names, to which he had been sending his circulars. All this impressed young Comstock.

On March 2, 1872, at the instance of Mr. Comstock, seven persons were arrested for alleged dealing in obscene literature. These were the first arrests. Shortly after the appalling fact was revealed to him that there was a business, regularly organized and backed by large capital, systematically carried on through the mails. But he knew nothing of the practice of law and had no funds at his command to carry on the work. He had no friends of influence to advise him; nor was he able to leave his business to take up the prosecutions. But the burden seemingly was placed upon him.

Mr. Comstock believed the old Talmudic proverb: "Where no man is, be thou a man." Dr. Theodore Cuyler once remarked that it was a good thing to fight the devil at one's own door.

So this task was thrust upon Mr. Comstock; he did not seek it. Before the month of March had expired, he found that it was necessary to have funds in order to work successfully. He had discovered that one William Haynes published twenty-four of the worst books, and that he was probably the oldest dealer in the country. Mr. Haynes had died a short time before, and Mr. Comstock found that his widow had possession of his plates and books. He made a demand on her for them. She offered to sell them to him for $450, but he had no means to buy them; and he did not know where the books and plates were. Mr. Comstock was without friends, and he had no one to turn to for assistance or sympathy. But Mr. Morris K. Jesup, a wealthy banker of New York City, learning something of his work, called on him. He appealed to Mr. Jesup for help. The latter immediately placed $650 at Mr. Comstock's disposal; $150 to reimburse him for the moneys he had expended, and $500 to work with. With this $500 and in less than sixty days he secured over $50,000 worth of books, prints, steel and copper plate engravings, etc. It was a revelation to the community.

Step by step during 1872 inroads were made into this business until finally ten tons of matter were taken at one seizure from the estate of Jeremiah H. Farrell. Farrell had once been taken before the police court for the circulation of obscene matter, but the case was thrown out because the book which Mr. Comstock presented did not contain either an obscene word or an obscene picture. At that time not only the police justices but many in the community believed that a thing could not be obscene unless it contained a bawdy picture or word. Little by little Mr. Comstock had been learning in the school of experience. He was not discouraged at small obstacles, but took the case to the grand jury and had Farrell indicted. A bench warrant was issued by Recorder John K. Hackett for Farrell's arrest. A police officer notified Farrell to get out of the way if he did not want to be taken and punished. The sagacious Farrell went South, but in about two weeks was brought back and buried in Greenwood Cemetery. On a search

warrant issued by Recorder Hackett, Mr. Comstock seized about six tons of stereotype plates in the office of a printer named Thomas Holman, corner of White and Centre Streets, New York, and five tons of books at 14 Ann Street, in the same city, Farrell's former place of business. The handling of so much obscene matter necessarily attracted attention. Public sentiment was aroused and during the year 1873 a number of persons were sentenced in the United States Court in New York City for sending obscene matter through the mails, the usual sentence being the full extent of the law, one year's imprisonment and $500 fine. But many escaped because of the inadequacy of the statutes.

The United States Statutes were amended in March, 1873. The approval of this law was Mr. Comstock's anniversary, for he made his first arrest on March 3, 1872. The bill passed both Houses of Congress between twelve and one o'clock of March 2, and was signed the day following by President Grant. Senators Windom of Minnesota, Buckingham of Connecticut, and Ferry of Michigan, and Representative Clinton L. Merriam of New York interested themselves in having some one appointed to enforce this law. They went personally to the Postmaster General, who stated that he could not appoint anyone as there was no appropriation; but that he would do so if they would appropriate the salary and per diem of a special agent. An amendment was offered in the Senate to the appropriation bill then pending. Hearing of this, Mr. Comstock went to some of the senators and asked them to withdraw the amendment and have him appointed without compensation, as all he wanted the office for was the better to enable himself to enforce the law. On March 5, 1873, Mr. Comstock was commissioned a special agent of the Post Office Department, and he has held that office ever since without compensation. He has received commissions from seventeen different postmasters general.

In 1873, in order the more effectually to prosecute the work, the New York Society for the Suppression of Vice was incorporated by the Legislature of the State of New York. The incorporators named in the original act are Morris K. Jesup, Howard Potter, Jacob F. Wyckoff, William E. Dodge, Jr., Charles E. Whitehead, Cephas Brainard, Thatcher M. Adams, William F. Lee, J. Pierpont Morgan, J. M. Cornell, W. H. S. Wood, Elbert Monroe,

George W. Clark, Cornelius R. Agnew, and R. R. McBurney, of the city of New York, and Moses S. Beach and Henry R. Jones of the city of Brooklyn. The object of this society was defined to be "the enforcement of the laws for the suppression of the trade in and the circulation of obscene literature and illustrations, advertisements and articles for an indecent or immoral use, as it is or may be forbidden by the laws of the State of New York or of the United States." The society was authorized to adopt by-laws for its government, select officers and appoint agents. The police officers of the city of New York, and of all other cities in the State of New York, were required to aid this corporation, or its officers or agents, in the enforcement of all laws for the suppression of vice. The society was organized under this act in November, 1875, and Mr. Comstock was at that time appointed secretary and special agent, in which capacity he has continued ever since.

Mr. Comstock continued to enforce the law during 1874 and 1875. The courts were willing to use proper evidence to punish the dealers in obscene matter and check this evil, and Mr. Comstock made it the rule to secure the most positive evidence against a man found violating either the state or the United States laws before making the arrest. The rigorous enforcement of this law, however, brought down the curses of the "obscene fraternity." During the year 1875 there were more than a dozen attempts made upon Mr. Comstock's life, and numerous conspiracies or plots were discovered to put him out of the way; but, impressed with the importance of defending the youth of the land from this great curse, he rapidly pressed the work forward. The attacks upon Mr. Comstock resulted in turning public sentiment for a time against him, and one of the results was to cripple him financially. He was soon three thousand dollars in debt. The demands of the work were such that it could not be dropped, nor could it be carried forward without increasing indebtedness. Applications to good men seemed to fall upon deaf ears. Out of this adversity, moreover, came a still harder blow. An assassin severed four arteries in his face, and he lay at death's door for several days. The coward's blow aroused public sentiment, and men rallied on all sides; and before the wound was healed, the debt of three thousand dollars was paid and Mr. Comstock has ever since had money or credit to work with.

Up to the first of January, 1893, Mr. Comstock made 1,796 arrests, seized forty-five tons of obscene matter and seventeen tons of gambling, immoral, lottery and swindling paraphernalia. Aside from this thousands of cases have been investigated and hundreds of fraudulent schemes have been stopped without arresting the operators. Nearly every fraud, as has been said, is obliged to use the mails of the United States. This is generally done, of course, under cover of fictitious names and addresses. Now letters addressed to fictitious names are held upon the order of the Postmaster General until the person claiming them shall be fully identified before delivery. So these fraudulent dealers have been forced out of the mails to the telegraph and express companies. By some additional legislation in the legislatures of New York and New Jersey it has been made an offence for any person to use a fictitious name to carry on an unlawful business. Whenever it is discovered that a fraudulent scheme is being conducted by means of the telegraph or express, the managers of these companies are immediately notified, and they, in turn, call upon the parties to come forward and be identified.

Mr. Comstock's work has not alone been confined to the suppression of obscene literature. He has pursued the Louisiana Lottery Company and many other lottery schemes until, even before the passage of the anti-lottery postal law, they were driven almost entirely out of New York. An agent of the Louisiana Lottery Company offered to pay $25,000 annually into the treasury of the society if the company were permitted to run only one office in New York City unmolested. The green goods business has also had a share of Mr. Comstock's attention, and about fifty alleged dealers in counterfeit money have been arrested and convicted at his instance.

The following table is from the last annual report of the New York Society for the Suppression of Vice:

Stock Confiscated.	Prior to Jan., 1891.	During 1891.	Total.
Books and sheet stock seized and destroyed	48,199 lbs.	400 lbs.	48,599 lbs.
Obscene pictures and photos . .	811,204	1,788	812,992
Microscopic pictures for charms, knives, etc.	7,768		7,768

Stock Confiscated.	Prior to Jan., 1891.	During 1891.	Total.
Negative plates for making obscene photographs	5,262		5,262
Engraved steel and copper plates	379		379
Wood cuts and electro plates	590		590
Stereotype plates for printing books, etc.	27,189 lbs.	135 lbs.	27,324 lbs.
Number of different books	227	1	228
Lithograph stones destroyed or seized	58		58
Articles for immoral use	92,670		92,670
Lead moulds for making obscene matter	700 lbs.		700 lbs.
Establishments for making same closed	8		8
Indecent playing cards destroyed	6,176		6,176
Boxes of pills, powders, etc., used by quacks	4,444		4,444
Circulars, catalogues, songs, poems, etc.	1,516,832	10,837	1,527,669
Newspapers containing unlawful advertisements or obscene matter	32,660	23	32,683
Open letters seized in possession of persons arrested	114,983		114,983
Names of dealers as revealed by account books of publishers	6,000		6,000
Obscene pictures, framed on walls of saloons	150	44	194
Figures and images seized and destroyed	2,362	8	2,370
Letters, packages, etc., seized in hands of dealers, ready for mailing at time of arrest	58,451		58,451
Names and post office addresses to whom circulars, etc., may be sent, that are sold as matters of merchandise, seized in hands of persons arrested	990,570		990,570
Obscene plays stopped or places of amusement closed	4		4
Keno layouts	1 and 4 cups		1 and 4 cups
Faro layouts	50		50
Roulette layouts	31		31
Rouge et Noir layouts	25		25
Hazard layouts	8		8
Odd and even layouts	1		1
Fan tan layouts	3		3
Lottery tickets	2,003,423	28	2,003,451
Lottery circulars	459,200	10,172	469,372
Lotteries suppressed	40	14	54
Pool tickets	1,767,641	13,400	1,781,041
Sweat boards	19	6	25
Black boards and slates	483	56	539
Deal boxes	49		49
Deal trades and deal boards	107		107
Packs of cards	863	31	894
Policy and pool shops raided or closed	238	58	396

Stock Confiscated.	Prior to Jan., 1891.	During 1891.	Total.
Score cards — pool	3,067	252	3,319
Sheets and books for recording bets	4,607	286	4,993
Manifold books for recording policies	23,001	4,625	27,626
Gaming tables	90	4	94
Dream books	173	61	234
French pool registers	5		5
Account books	450	45	495
Trays for holding pool tickets	43		43
Ivory and composition chips	122,295	1,576	122,871
Cue boxes	22		22
Tally cards for faro	11,079		11,079
Card presses	13		13
Prize packages	2,559	70	2,629
Envelopes for envelope game	11,733	340	12,073
Policy slips	37,438	19,674	57,112
Dice	67	32	99
Agate pencils	31	43	74
Zincs	53	65	118
Iron safes in gambling saloons	11		11
"Green goods" circulars	20,500		20,500
Miles travelled by agents outside New York City	319,665	19,378	339,043

Branch organizations for the suppression of vice have been established in many parts of the country. The Western Society, of which Mr. R. W. McAfee of St. Louis, Mo., who is a post office inspector, is the agent, has done valuable work. Mr. Henry Chase of the New England Society and Mr. C. R. Bennett of the San Francisco Society have accomplished a great deal.

Fraud and indecency are greatly fostered by the private letter box. The business conducted at these places has of late years been very largely increased. There is no doubt that the establishment and maintenance of these places is an interference with the postal monopoly which by the Constitution is reserved to the Government. Nearly every year, as the *Sun* said recently, Congress is urged to pass a law to prohibit the private letter boxes which are scattered through the large cities of the East and are especially numerous in New York. The postmaster, the district attorney, and the postal inspectors have always been strongly in favor of such a law, and have repeatedly advanced strong arguments in support of it, but for some mysterious reason a strong opposition has developed every time it came up for passage. The truth is, a lobby stops its passage.

In New York these boxes are obtainable in saloons, cigar

stores, florists' shops and drug stores, on the most frequented avenues. Some are advertised in the newspapers and some are known only to the parties interested and the postal authorities. The latter know that the private letter boxes are used only by persons who wish to maintain clandestine correspondence, and that the most usual patrons are green goods men, confidence men, women who are afraid to let their correspondence be known to their families, profligate men and women, and foolish youths and girls. The inspectors assert that more swindles are perpetrated through these unofficial post offices than in any other manner; and they assert that the owners of the stores where these boxes are know well the character of the persons who rent them. In fact, they are nearly always in league with them, for otherwise the swindlers could frequently be detected.

Some of the purposes for which these letter boxes are used are indicated in the following personals printed in a great newspaper:

Is there a young lady that would desire acquaintance of industrious American man? west side preferred; view matrimony. Box 30, 8th Ave.

May Whitney.— Your friend that stopped at the Plaza Hotel would like to hear from you. Address, Harry B., box 350, Broadway.

While matrimonial bureaus sometimes find their origin in advertisements similar to the first one printed above, yet the men who usually insert them hope to find responses from women inclined to meet them half way. This sort of correspondence would attract little attention from the postal authorities, however, if it were not that young girls are sometimes dragged into the nets spread by the scheming men and women who advertise "honorable intentions" along with offers of friendship. More innocent and romantic are the personals which are sometimes bandied back and forth between young men and their sweethearts. Perhaps objections to the lovers by the stern parents of the loved have driven them to correspond through private letter boxes; certainly a large number of elopements are credited to this sort of business.

Crooks of all kinds use the private letter boxes. The police records prove this. A crook in New York desiring "to do a piece of business" in connection with some bank in a Western town, for instance, and finding it necessary to have written communication with his "pals," hires a letter box in some part of the town remote

from his residence. Of course he uses an assumed name. The advantage of the letter box to the conspirators is apparent. If the conspiracy is discovered before it can be carried out the letter box will rarely furnish evidence. The mail having been deposited in a box, it would be necessary to prove that the person suspected took it out. This is extremely difficult. If the "job" has been done, and the police are looking for the criminals, the same difficulty is encountered. If there were no private letter boxes, the crook would find it more difficult to cover his tracks. If letters were sent directly to him from the town where the crime was committed, a clue would be left. If the letters were addressed to him in care of another, detectives might trace the connection; if the letters were addressed to a fictitious person, that, too, would not preclude discovery.

"Sometime ago," says Inspector James, "we suspected a man who was receiving large quantities of mail from the rural districts. From information we had received we were morally certain that he was doing a swindling business. His real or assumed name was Brown. We instructed the letter carrier, who delivered his mail at a cigar store up town, to make some inquiries about him, and, if possible, to see him personally. The letter carrier met with a rebuff at the very first question he put to the proprietor.

"'You deliver the mail here, and that ends your duty,'" said the latter, significantly. 'You have no call to meddle with Mr. Brown's business.'

"The next day the letter carrier was accosted on the street near the cigar store, by a big, rough-looking fellow.

" Say,' he said to the letter carrier, 'you're too fresh. You mind your own business, or you'll get a crick in your neck before long. See? We don't want any freshies around here, and they'll die young if they come. Now, go on, or I'll push your face in.'

"The letter carrier telephoned down here and we ordered him to try to keep the fellow in sight. An inspector hurried up as soon as we could get a warrant and nabbed the fellow.

"What do you suppose we charged him with? Detaining the mails. That was the only charge we could make against him. When we brought him before the United States Commissioner, he hired a lawyer and gave bail for examination. If he is convicted,

he will pay $100 fine. That won't bother him much, and in the meantime the business continues."

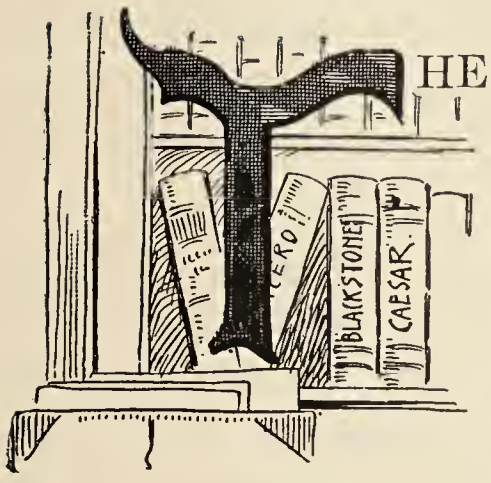
Mr. Comstock himself has a great wooden case, which he calls his "sarcophagus," full of legal papers relating to prosecutions of green goods men and other swindlers who have worked through private letter boxes.

"One of my most recent arrests," he said recently, "was that of an alleged expressman, whose office on Sixth Avenue served as a cover for the green goods men. He pretended to have some letter boxes, and large quantities of mail were delivered to him for persons alleged to have letter boxes in his office. We found that he had no letter boxes at all, but placed the letters between the leaves of his order book until they were called for. One of my men called on him and pretended that he wanted to rent a letter box for a little quiet business. The expressman was shy at first, but finally became convinced that his visitor meant business and became very confidential. He said he received ten dollars a month for every name used by his customers, and there were ten of them. He said they received a great many letters, and were doing a splendid business.

"I caught another fellow recently who was doing business on a very extensive scale. He had letter boxes in two different stationery stores, besides an office in a house occupied by one of the stationers. He tried to bribe a postmaster in a New Jersey town to send his circulars to people in his district and to forward replies. I found that the stationer whose parlor was occupied by the green goods man carried his mail to him. The green goods man was very smart and kept dodging from one place to another. But I finally caught him. The New Jersey postmaster had pretended to accept the bribe, and had marked the money sent to him.

"The plan of detaining suspected mail at the post office until the addresser comes forward and is identified has resulted in much good. I made up a report recently showing that in this way twenty thousand green goods letters were held and sent to the Dead Letter Office in one month, and four thousand dollars in money was held back from the green goods men in the same time."

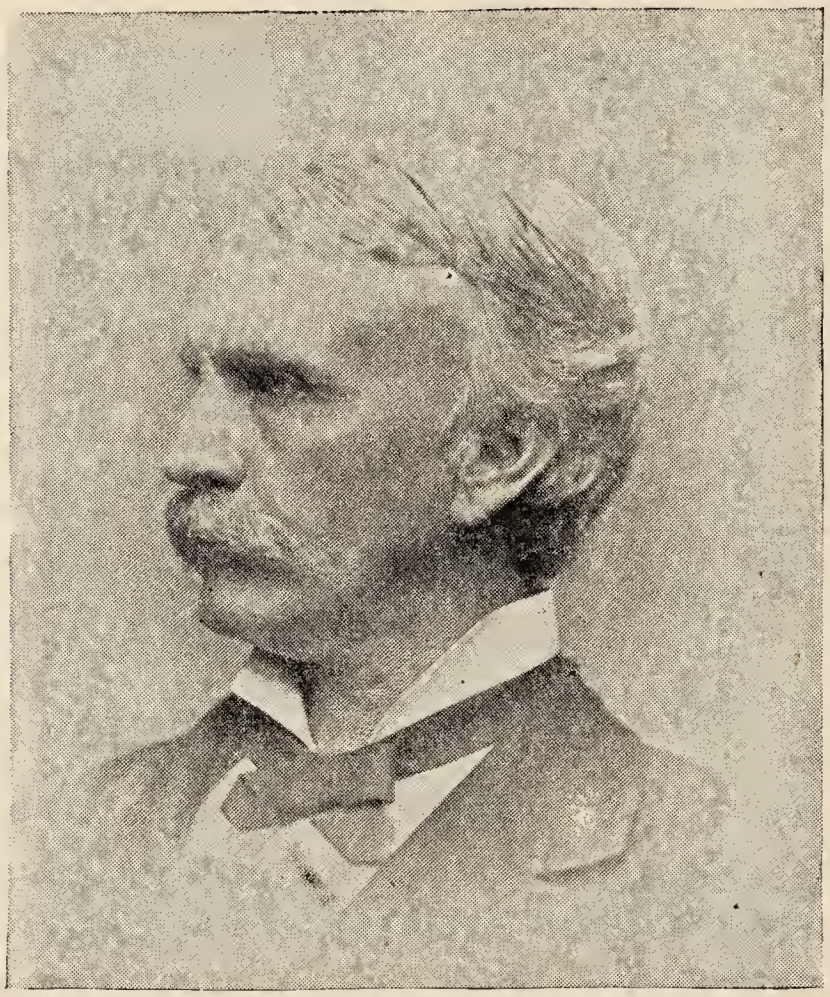
CURIOUS QUESTIONS OF LAW.



THE Post Office Department makes all possible effort to protect the public against all forms of fraud and vice perpetrated or fostered in the mails, and whether the Louisiana Lottery is to be attacked, or the green goods swindlers run to cover, or the "obscenity men" brought to justice, or all the other swindlers, big and little, bold and mean, are to be suppressed, the chief inspector and his gallant fellows run the country over to do it. They are supported and counselled by Hon. James N. Tyner, Assistant Attorney General for the Post Office Department. His thirty years' experience in the postal service have taught him what there is worth knowing about it. He knows politics and human nature as well as the postal service, and he has filled congressional committee places with distinction, as well as almost every position in the postal service from special agent to Postmaster General.

But if there is much that the Postmaster General's attorney or his inspectors may do, there is much more that the public may do. They may cease to be swindled. It seems to need to be understood that people should avoid all those advertisements offering great inducements for small amounts. There is always some catch in them, and if anything ever is returned it is of no value either for use or ornament. The swindlers are not going to advertise their scheme all over the country and give a prize valued all the way from ten cents to as many hundred dollars for the few cents charged for the subscription price of a paper or the small article which they offer for sale. Some of these schemes are not exactly frauds, but they are "catch games," which lead people on and then make some demand for additional money before their hopes can be

realized. It seems to need to be understood that the promoters of these fraudulent schemes are not working for nothing and paying their expenses besides. It seems to need to be understood that, in all these dishonest practices that sometimes make the mails so baleful, as well as in the smaller, honest mistakes and irregularities which are daily occurring, the promptest report of all the facts to the chief inspector is the most grateful thing for the postal service and the people.



HON. JAMES N. TYNER.

The Attorney General for the Department is not only the Postmaster General's counsel in the law matters in which he is obliged to interest himself; he is also charged with the duty of passing upon legal questions which come to him daily in some form or other, and which affect the status of clerk, carrier, contractor, postmaster, or indeed the whole service. The mere conundrums which are propounded by the dozen, either by postmasters or by the public, may usually be replied to by the chief of the Correspondence Division. This is a process, naturally, of answering questions over and over again, and in hundreds of cases the same forms of letters are all that are required. Often the chief of the Correspondence Division appeals to the First Assistant Postmaster General, to whose office his division is attached, and he replies; but often the point is wholly difficult, and then the Assistant Attorney General is appealed to for his ruling. It is safe to say that he is always considering some legal technicality, or some far-reaching general policy. He is continually studying the postal department; he is always correcting erroneous impressions on the part of the people or the postmasters.

There are hundreds of impressions about the postal service which are erroneous. Take the sanctity of the mails. The seal of a letter is absolutely secure; it can be opened only by the clerks of the Dead Letter Office, and they may open it simply to trace it to its sender, and never to divulge in any way a particle of its contents. The rule of the Department, which has been in force for many years, under the provisions of which postmasters are forbidden to make public information obtained by them in the discharge of their duties, is based upon the general principle that "one of the highest obligations of the Department to the people is to preserve, by all means in its power, the absolute sanctity of the seal." The postmaster is an agent of the Government, and there is no relation which the Government sustains toward the people of such high trust as the transmission of sealed communications. The name of the person addressed is written on the outside of the letter for the single purpose of enabling the postmaster to deliver it to the proper person. For any other purpose the postmaster is presumed to have no knowledge of the address. His knowledge is confined to the discharge of his official duties. The privacy of the service will be at an end if the postmaster could be required to disclose the name or address of his patrons, except after due legal proceedings should have been taken. The patron of the post office furnishes a postmaster with his address for one purpose only — to secure the delivery of his mail.



GENERAL TYNER IN HIS OFFICE.

This rule can never be considered hardship when it is remembered that a letter addressed to a person whom one desires to find will be delivered to him, if his address be known; and if the

addressee of the letter wants the postmaster to be advised of his whereabouts, he will give him the information; if not, the postmaster must not furnish it against his wishes. The address of a patron is his own secret, to be made public by him in his own way.

All mail matter is the property of the sender until it reaches its destination, and may be withdrawn at any time before delivery. If a letter is to be recalled after its dispatch, the writer must give some reason. The mere statement that the writer has changed his mind as to its contents is insufficient. If a letter is delivered at the address named upon it, or to the person in whose care it may be directed, or to any person upon the order of the addressee, it goes beyond the custody of the Post Office Department. Recently in New Orleans a letter was delivered to the person in whose care it was directed. The letter was opened by this person, and the contents appropriated to his use. He was arrested. The court held that the delivery of the letter by the Post Office Department was complete when the letter was placed in the hands of the person in whose care it was addressed, and that any tampering with it after such delivery by any person other than the addressee was not cognizable under United States Statutes; the aggrieved party must seek his remedy in the state courts. But a section of the United States Statutes does provide for the punishment of persons opening letters not addressed to themselves obtained from the post office by fraud or deceit.

A firm which had long been really insolvent had succeeded in keeping this knowledge from the public and continued to receive money from investors, which the partners employed dishonestly for their own advantage. It was their intention to raise one more large sum, part of which was to be contributed by a business friend of one of them, and then to leave the country with their spoils and let their creditors shift for themselves. But the wife of the business friend and the wife of the man who meant to victimize him frequently corresponded with each other, and the latter wrote a gossiping letter to the former, in which she mentioned that her husband had been in poor health lately on account of business troubles, but that she trusted their approaching trip to Canada would restore him. Remembering too late that her husband had asked her to mention neither of these facts, she went to the post office to recall

her letter. The postmaster refused to give it up. She could give no good reason for demanding it and became petulant and irritated when he continued to refuse. He remained firm and the letter was sent. The recipient showed it to her husband, whose suspicions were aroused. As a consequence the dishonest firm was broken up, and both the partners were punished.

In Brooklyn not long ago a well dressed, good looking young woman was charged with opening a sealed letter addressed to her sister-in-law. The defendant's husband Timothy had deserted her seven weeks before. She made unsuccessful efforts to find him. She finally went to her sister-in-law's to ascertain, if possible, where her husband was. While she waited the postman delivered a letter. Noticing that it was in the handwriting of her husband she opened it. She learned that her husband was in Connecticut, and would be in Brooklyn on a certain day. She informed the police, and the runaway was taken into custody. Meanwhile the sister-in-law learned that the woman had opened a letter addressed to her, and secured a warrant charging her with violating the laws of the United States.

Questions that have arisen about the delivery of mails to criminals have been very difficult. They not only involve the question of individual right, but frequently present the not more important but more intricate question of the respective rights and powers of the national and state governments. It is certainly the policy of the National Government, through the machinery of the post office, to deliver to the party addressed or his authorized agents every piece of mailable matter entrusted to its care. On the other hand, it will readily be seen that in many instances the enforcement of local or municipal law and the protection of society demand that letters should not be so delivered. To allow a prisoner confined in jail free and untrammelled intercourse with the public by means of sealed communications would afford him the means of easy escape; while to subject his correspondence to the inspection of anyone appointed for that purpose without his consent might seriously embarrass his defence. Again, it would seem that some regard ought to be had for the nature of his confinement. A rule that might be applied to the case of a prisoner awaiting execution of a sentence of death would be extremely harsh if applied to the case of

one imprisoned in default of bail awaiting indictment for a mere misdemeanor.

A question was raised by a complaint of a criminal confined in the Richmond, Va., jail, that he was not allowed to send or receive mail matter without having it inspected by the prison authorities. The prisoner was not under indictment, nor was his mail examined under the authority of any general prison rule. In that case it was the duty of the postmaster to deliver the mail addressed to the prisoner to the person authorized by him to receive it. To reconcile a seeming conflict between the opinions referred to, it must be understood that while the custody, care, transmission and delivery of mail matter is a function of the National Government beyond the interference and control of state and municipal government, it is equally true that the citizen in all his rights of life, liberty and property is the subject of state or municipal government. The state or municipal government may deprive him of life, liberty or property. Among other rights of which it may deprive him is that of using the mails for any purpose. Among other classes of property of which it may deprive him is his property in letters addressed to him. Of course all of this must be done by process of law. The municipal authority may prescribe, among other rules for his confinement, that the prisoner shall receive no sealed communications from persons outside of the prison, and may direct that no postal official or other person be allowed to deliver to him any such communication. All this the local authorities may do as a means of enforcing local law. However, neither state nor other local authority can control the officers of the United States in the matter of the delivery of mail matter. The local authority may so guard the prisoner as to prevent him from receiving mail matter addressed to him, but it cannot require the postmaster to deliver such matter to one of its own officers, nor to anyone not authorized by the party addressed to receive it. An order by prison authorities, therefore, directing the warden to take from the post office mail matter addressed to a prisoner under his charge, and to open it, would be in violation of law, and would not authorize the postmaster to deliver such matter to the warden. It does not follow, however, that a rule requiring the warden to open letters addressed to prisoners under his charge, and directed to his care, is in violation of law;

for it is fair to assume that a party addressing the prisoner in the care of the warden thereby agrees to submit to such prison rules as may be enforced touching the correspondence of prisoners.

In 1883 there was referred to the Assistant Attorney General's office a communication from the postmaster at Nashville, from which it appeared that letters addressed to convicts undergoing confinement in the state penitentiary were opened by the warden before being delivered to the parties addressed. It further appeared that there were one or more branch prisons. The postmaster stated that letters were frequently returned to his office "opened or otherwise mutilated, with a request to send them to the coal mines, or branch prisons, as they are called." The Assistant Attorney General held that the warden had no right to open letters not addressed to prisoners under his personal care, and that letters intended for the prisoners in the branch prisons should be forwarded to the person or officer having such prisoners in charge.

The postmaster further inquired if it was not the duty of the warden "to envelope such mutilated letters and pay postage thereon." The Attorney General said:

"It is the duty of the warden before opening a letter to satisfy himself that the prisoner addressed is under his personal charge. If by mistake he should open a letter addressed to a person not under his charge, it would be his duty to return the letter in such condition as to admit of its being forwarded without endangering its contents. Additional postage should not be charged unless the envelope should be so mutilated as to render it necessary to enclose the letter in a new one. If the postmaster should have knowledge of the fact that a prisoner was confined in a branch prison, he should forward such mail matter without having first delivered it to the warden of the principal or local prison."

Another entertaining question, that relating to the liability of newspaper subscribers for their subscriptions, has lately been discussed in a New York paper. The Post Office Department is not infrequently in receipt of appeals from citizens of which the following is a fair specimen:

"I sent one dollar to a well-known weekly paper for trial subscription last July. At the end of that time I did not request the publishers to continue it. They did so, however, and I finally refused to take it from the carrier. They sent me the bill and enclosed subscription laws notice.

"What I would like to know is, if reputable newspapers do business this way; also, if the enclosed is a correct transcription of the laws of the United States. If so, it would seem as if the United States laws were framed to admit of blackmailing."

The "subscription laws" notice referred to in the letter purported to contain a compilation of "the decisions of the United States courts on the relation of subscribers to publishers." The "compilation" was divided into seven paragraphs, thus:

1. Subscribers who do not give express notice to the contrary, are considered as wishing to renew their subscriptions.
2. If subscribers order the discontinuance of their periodicals, the publisher may continue to send them until all the arrearages are paid.
3. If subscribers neglect or refuse to take their periodicals from the post office to which they are directed, they are responsible until they have settled their bills and ordered them discontinued.
4. If subscribers move to other places without informing the publishers, and the papers are sent to the former address, they are held responsible.
5. The courts have decided that refusing to take periodicals from the office or removing and leaving them uncalled for is prima facie evidence of intentional fraud.
6. If subscribers pay in advance, they are bound to give notice at the end of the time if they do not wish to continue taking it; otherwise the publisher is authorized to send it, and the subscriber will be responsible until express notice with payment of all arrearages, is sent to the publisher.
7. The latest postal laws are such that newspaper publishers can arrest anyone for fraud who takes a paper and refuses to pay for it. Under this law, the man who allows his subscription to run along for some time unpaid and then orders it discontinued, or orders the postmaster to mark it "refused" and have a postal card sent notifying the publisher, leaves himself liable to arrest and fine the same as for theft.

There are no such laws or rulings as are here represented to exist. All the relations between publishers and subscribers are governed by the common law and statutes as in force in the several states. In New York one rule may prevail, in Massachusetts another. The Post Office Department, moreover, has nothing whatever to do with the matter further than to instruct its postmasters that they must not lend their official aid to publishers in forcing periodicals upon unwilling addressees. If a person notifies a postmaster that he does not want a certain paper or magazine delivered any longer, the postmaster is required not only to respect the request, but also to send to the publisher a formal notice to discontinue it. If the publisher ignores this notice, the postmaster is authorized to dispose of the periodical for old paper.

The franking privilege is a fruitful source of discussion. In 1890 the question was raised whether a compilation composed of extracts from the message of the President, the annual reports of

the heads of the executive departments, the admiral of the navy, and the commissioner of navigation, could be admitted to the mails as "free matter." General Tyner discussed it thus:

"Two kinds of mail matter are, by the provisions of law, admitted to the mail without the payment of postage: (1.) public documents printed by order of Congress, the Congressional *Record*, or any part thereof, or speeches, or reports contained therein, which may be sent in the mails under the frank of senators and representatives, and certain officers of the two houses of Congress; (2.) official matter, which the law defines as 'relating exclusively to the business of the government,' and which may be sent free in penalty envelopes, not under a frank, by any authorized officer of the Government. Strictly construed, the law does not permit a senator or representative to frank the report of a cabinet officer or head of a bureau, or any other strictly official document, unless it shall have been printed by special order of Congress, or shall have been subsequently incorporated as a part of the Congressional *Record*. The law expressly provides that the right to send 'official matter' free in the mails shall be extended to all officers of the United States Government, not including members of Congress (see act of July 5, 1884, Sec. 3, 23 Stats., p. 158). On the other hand, the law, strictly construed, will not permit an executive officer to send free in the mails the Congressional *Record*, speeches or reports therein contained, or other public documents printed by order of Congress—such as can be carried under the frank of a member of Congress.

"The one can be franked and must bear the signature of the person sending it, to whom the franking privilege is by the law intended; the other is not matter that can be carried under frank, and is sent for the benefit of the Government only, under certain penalties intended to protect the mails.

"The compilation presented is not a public document in any reasonable sense. So much of it as is made up of quotations from executive documents, reports, etc., cannot be lawfully carried as free matter under the frank of a member of Congress, and so much as is made up of the Congressional *Record*, speeches, reports of committees, etc., cannot be lawfully carried free in a penalty or official envelope. Some action by Congress authorizing the compilation and publication of such a document is necessary to entitle it to come within the provisions of the law relating to free matter, or such as can be carried under a frank, or to official matter or such as can be enclosed in penalty envelopes.

"It would require a construction so liberal as not to be warranted by the language or spirit of the law, to permit an individual in no wise connected with the Government, to make up pamphlets, or other publications, or extracts from speeches, executive reports, and other public documents, so as to admit them to the mails 'free,' even under the franks of senators and representatives. It is also somewhat questionable whether a member of Congress should be rightly exercising the franking privilege by putting his frank upon pamphlets gotten up for special purposes by unofficial persons, societies, committees, or corporations, though considerable latitude in such cases has been heretofore allowed by the Post Office Department during political campaigns."

A decision rendered by Judge Thayer not long ago upon demurrer to the indictment in the case of the United States vs. Boyle, in the

District Court of Missouri, discussed the transmission of "dunning postal cards" through the mails. This question had been similarly discussed and passed upon in many instances by General Tyner. The postal cards in the case read thus:

"Please call and settle account which is long past due, and for which our collector has called several times, and oblige."

(The postal card upon which the above words were written without display was held to be mailable.)

"You owe us $1.80. We have called several times for same. If not paid at once, we shall place with our law agency for collection."

(The postal card on which the above words were written was held to be unmailable.)

"You owe us $1.80 long past due. We have called several times for the amount. If it is not paid at once, we shall place the same with our lawyer for collection."

(The postal card on which the above words were written was held to be unmailable.)

Judge Thayer, discussing the case, said:

"Section 1 of the Act of September 26, 1888, provides 'that all matter, otherwise mailable by law, upon the envelope or outside cover or wrapper of which, or any postal card upon which, any delineations, epithets, terms or language of an indecent, lewd, lascivious, obscene, libellous, scurrilous, defamatory or threatening character, or calculated by the terms, or manner or style of display, and obviously intended to reflect injuriously upon the character or conduct of another, may be written or printed, or otherwise impressed or apparent, are hereby declared non-mailable matter, and shall not be conveyed in the mails,' etc. If the post-cards in question are non-mailable, it is because they contain language of a 'threatening character,' within the meaning of the law, or because they contain language 'calculated . . . and obviously intended to reflect injuriously upon the character and conduct' of the person to whom they were addressed. It is clear that they fall within no clause of the statute unless they are within the clauses last referred to.

"Two of the cards, as will be observed, contain a demand for the money alleged to be due, and a threat to place the demand in the hands of a lawyer for collection if not paid at once. The question, therefore, arises whether Congress intended to prohibit the mailing of postal cards containing, or on which are written, threats of that kind. The language of the statute is very general, and certainly may be construed as a prohibition against mailing postal cards which contain threats to bring suit if debts are not paid, as well as being a prohibition against mailing cards containing threats of personal violence, or threats of any other character. It is most probable, I think, that Congress intended the Act should receive that construction. It is a well known fact that prior to the passage of the law some persons had made a practice of enforcing the payment of debts by mailing postal cards or letters bearing offensive, threatening or abusive matter, which was open to the inspection of all persons through whose hands such postal cards or letters happened to pass. In some quarters the practice alluded to of sending communications through the mail that were both calculated and intended to humiliate and injure the person addressed in public estimation, had become one of the recognized methods of compelling payment of debts. Congress evidently intended by the Act of September 26, 1888, utterly to suppress the practice in question. It has not only declared that libellous, scurrillous and defamatory matter written on postal cards, or on envelopes containing letters, shall not be disseminated through the mails, but no matter of a 'threatening character,' or that is even 'calculated . . . and . . . intended to reflect injuriously upon the character or conduct,' shall be so disseminated, if written on postal cards, or on the envelopes

of letters, and hence is open to public inspection. I conclude that a postal card on which is written a demand for the payment of a debt, or a threat to sue, or to place the demand in the hands of a lawyer for suit, if the debt is not paid, is now non-mailable matter. Henceforth, persons writing such demands and threats must enclose them in sealed envelopes, or subject themselves to criminal prosecution.

"The language employed in the postal card described in the first count is not of a threatening character, and, in my opinion, no jury would be warranted in finding, in view of its contents, that it was obviously intended by the writer to reflect injuriously upon the character or conduct of the person addressed, or to injure or degrade him in the eyes of the public. It is true that it contains a demand for the payment of a debt, and says it is long past due, and that a collector has called several times; but it is couched in respectful terms, and no intent is apparent to put it in such form as to attract public notice, or to make it offensive to the person addressed. Congress has not declared that postal cards shall not be used to make such demands, and a construction of the act ought not to be adopted that will unnecessarily restrict their use for business purposes. The card in question cannot be held to be non-mailable, without being over-critical and extremely punctilious in the choice of language which men may lawfully use in their daily transactions."

The question whether a letter can be attached was discussed some time ago in one of the papers. A postmaster appears to have written:

"A young man in our village handed me a letter to register, which he said contained fifteen dollars, and which he proposed to send to his mother in Buffalo. A person to whom he owed ten dollars for two weeks' board heard of it and came to the post office to see about it. I refused to give any information concerning it, and he then went to a justice of the peace and swore out a writ of attachment, and a constable came to the post office to serve it upon me. I declined to recognize his authority, whereupon he said that he would have that letter if he had to smash the post office in to get it, that he was an officer of the law, and that I had to obey the writ. I still refused, and then he commenced a torrent of abuse and knocked in the door leading into the interior of the post office. I had a double-barreled gun, a revolver and a slingshot nearby, which I keep for the protection of the mails. I didn't want to kill the fellow, so I used the slingshot upon him. The first blow laid him upon the floor, and then I hit him five or six times over his face. I was arrested for assault with intent to kill, and fined $25 and costs. Now did I do right in protecting that registered letter from going into the hands of the constable, and if I did, how about the fine imposed upon me?"

The answer was that the constable had no right to attach the letter. It was in the custody of the United States, in the mails, and his action was unlawful. The postmaster had a right to resist his levying upon the mail matter, using only such force as was necessary to prevent his interference with the mails. But this postmaster used more force than was necessary, and was properly fined.

The Attorney General for the Department frequently has to discuss the question whether the use of fac similes of stamps, postal

cards, etc., is lawful. For example, it is not an uncommon thing for a business man to have a card printed in imitation of the United States postal card, the only difference being that in lieu of the words "United States Postal Card" he will substitute "Smith's Postal Card," or "Brown's Postal Card," and perhaps his own portrait, or some other, in place of the official one. A one cent stamp is affixed to these cards, and they are deposited in the post office.

An ingenious advertising scheme was recently devised by a retail house whose business is mostly local. It was a fac simile of a cancelled postal card of the ladies' size, purporting to be from one woman to another recommending the firm in question. On each side of the card was printed an advertisement in imitation of a newspaper clipping. These cards were distributed by carriers. Imitations of the special delivery stamp have been printed on envelopes. The official inscription would be eliminated and in its place would be the name and address of the firm or person issuing the same, or sometimes a return request: "If not delivered in ten days return to ——." In the rush of handling mail it is not unusual for the mail clerk to take this card for a special delivery stamp, and to handle these letters with the special delivery matter.

Imitations of postal money orders, postal notes, and the seal of the Post Office Department and other postal devices, have been used for advertising purposes. Government "penalty envelopes" are frequently imitated in style and size of type and manner of display. Stamps are always affixed, but at a casual glance such an envelope would naturally attract more attention than an ordinary one. These different advertising devices are used innocently and without any intention to defraud the revenues; and very few persons are aware that such a use of postage stamps and other obligations of the United States is in clear violation of a penal statute. The statute says:

"It shall not be lawful to design, engrave, print, or in any manner make or execute, or to utter, issue, distribute, circulate or use any business or professional card, notice, placard, circular, handbill or advertisement, in the likeness or similitude of any bond, certificate of indebtedness, certificate of deposit coupon, United States note, Treasury note, fractional note, or other obligation or security of the United States, which has been or may be issued under, or authorized by, any act of Congress heretofore passed or which may hereafter be passed; or

to write, print or otherwise impress upon any such instrument, obligation or security, any business or professional card, notice, or advertisement, or any notice or advertisement of any matter or thing whatever. Any person violating this section shall be liable to a penalty of one hundred dollars, recoverable one half to the use of the informer."

The section quoted below defines the words "obligation or other security of the United States" to mean all representatives of value issued by authority of Congress. Postal cards, money orders, postal notes, etc., are "representatives of value" issued by authority of Congress:

"The words 'obligation or other security of the United States' shall be held to mean all bonds, certificates of indebtedness, national (bank) currency, coupons, United States notes, Treasury notes, fractional notes, certificates of deposit, bills, checks or drafts for money, drawn by or upon authorized officers of the United States, stamps or other representatives of value, of whatever denomination, which may have been or may (be) issued under any act of Congress."

The penal section says:

"Every person who, with intent to defraud, falsely makes, forges, counterfeits or alters any obligation or security of the United States, shall be punished by a fine of not more than five thousand dollars, and by imprisonment at hard labor not more than fifteen years."

It has been hard to say just whether the various European premium bond schemes are fraudulent or not. Nearly all the smaller European states issue what are known as "premium bonds." The face value of these is generally small; they bear small interest, and the loans under which they are issued run from twenty-five to one hundred years. But the principal feature of these securities is the "premium" scheme. The general plan is this:

On an issue of six per cent. interest bearing bonds by a European government, for instance, the government pays three per cent., the other three per cent. being covered into a sinking fund. Then, at stated intervals during the life of the issue of bonds, the accumulated three per cent. is portioned off into capital and lesser prizes, ranging from a few francs to many thousands of dollars. Of course it may be years before a bond of a given number gets a chance to figure in a drawing; and even after a bond is "drawn" it is still redeemable for its face value at maturity and the three per cent. yearly interest, although disqualified to take further chances in the "drawing." But it can readily be seen that a "drawn" bond is a

drug in the market in comparison to an "undrawn" bond, no matter how remote the chance of its being a prize winner. This ingenious scheme was an invention of the Austrian government years ago, when nobody would buy its bonds, owing to its low credit in money markets. By arousing the lottery spirit the bonds went off rapidly.

The prizes range from $2,000 down, and the average price of a bond is from $10 or $20. Princes and dukes, whose noble ancestors have left them nothing with which to maintain the family name and castle, too proud to work, frequently issue "bonds" — with the authority of the government — on the premium plan, with the hope of repairing their shattered fortunes.

There has never been any question as to the integrity of the government issuing these bonds; but the plan under which the bonds are redeemed is clearly that of a lottery, and, even if there were no other objections, this feature would close the mails against their circulation. It has been observed that these loans always run for long periods, generally fifty, seventy-five, or ninety years; and, as the value of the bonds is small, many of them passing from hand to hand and from generation to generation, are probably lost or destroyed, the government can afford to pay what would seem to be unusual interest. In Europe, as in this country, these securities are purchased by persons of small means; they do not have many valuable papers to look after, and consequently are not very careful of two or three bonds.

It has been urged that the Department casts reflections upon the commercial integrity of the countries issuing premium bonds; and that it violates all principles of international amity by its ruling. But the plan under which these bonds are redeemed is that of a lottery, and this fact has never been contradicted. Then shall foreign nations be allowed a privilege denied to our own citizens? Congress forbids the use of the mails to all lotteries, and there is no difference between a lottery conducted by an organized government and one conducted by a company or individual operating under the laws of a state of the Union. Why is it not claimed that the United States impugned dishonesty to the state of Louisiana in declining to transmit over its post routes all matter relating to a lottery company organized under the constitution of the state? In the opinion of Congress lotteries were injurious and demoralizing to

the community, and it therefore announced that it would not be a party to the dissemination of matter relating to these schemes; no distinction is made between a legal and an illegal lottery; between an honestly conducted and a fraudulent lottery.

Again it has been insisted that, as these premium bonds will eventually be redeemed and pay a fair interest, the scheme cannot be properly classed as a "lottery." Suppose a company issues tickets at $20 each bearing three per cent. interest payable at redemption, and redeemable at their face value and interest, seventy-five years from date; these tickets to be divided in series and entitled to participate in a certain number of drawings for prizes — every drawn ticket to be cancelled. While this plan would be more liberal to participators than the ordinary lottery scheme, yet it would be in many respects advantageous to the company, and it would still retain the element of gambling. Such a concern could well afford to pay three per cent. interest, and one per cent. in large prizes on the millions which it would have at its disposal for investments of various kinds. And, too, how many of these tickets would be presented for redemption at the end of seventy-five years? Passing from father to son, and from hand to hand, half of these tickets would be lost or destroyed. How many would buy these tickets if the only incentive were the three per cent.? The courts have repeatedly held that any scheme for the distribution of prizes of unequal value as the result of a drawing or by lot or chance, whether the holder of a chance receives full value for the price of his chance in merchandise or other manner, or the chance is given free as an inducement to purchase, is a lottery within the meaning of the law.

Before the passage of the lottery law of September, 1890, a great many concerns in various parts of the country dealt in these premium bonds. They were generally sold on the instalment plan, and in batches of five to ten bonds. The principal dealers were located in New York and San Francisco. One of the largest dealers in New York City was E. H. Horner, of 88 Wall Street, who had agencies in about fifteen of the larger cities. It is estimated that one hundred million dollars were invested in these bonds in this country. The advertisements of the agents of these foreign bonds were published in most of the large newspapers in the country.

After General Tyner's adverse opinion postmasters were promptly notified to advise publishers to discontinue the insertion of these advertisements. Considerable objection was raised by the dealers; and even the representatives of foreign governments objected. They maintained that as these were official securities their circulation and advertisement could not be interfered with.

In order to bring the matter to issue cases were made up against Horner, and indictments were found against him for mailing circulars relating to premium bonds in several different states. A test case was arranged by the attorneys for Horner and the Department of Justice. It was carried to the Supreme Court. Horner's main contention was that the premium bond scheme was not a lottery within the meaning of the lottery act, and that the law as far as it applied to such schemes was void, as it contravened a treaty between the United States and Austria. But the court held that "A statute is a law equally with a treaty, and if subsequent to and conflicting with a treaty, supersedes the latter." Horner was subsequently indicted, and late in May, 1892, was arraigned before Judge Benedict's court in the southern district of New York. A verdict of guilty was rendered by the jury, and Horner went out of business.

The complaint against these premium bonds was not so much on account of their illegal features as that their sale was in the hands of unscrupulous dealers, who did not hesitate to enrich themselves at the expense of their customers and the good name of the country whose securities they handled. These dealers purchased bonds in Europe in large quantities and probably at reduced prices. Many of the larger firms had agents in the European states who bought up bonds often at a large discount from owners who desired to convert them into money, and many complaints were made by persons who had been defrauded by different dealers.

DEPREDATIONS AND ROBBERIES.



ND so it happens, every now and then," said the Washington *Post* once, and the Washington *Post* ought to know, because its editor is none other than ex-Postmaster General Hatton, "that somebody in the post office service goes wrong, to whom the experience of others in the same line of criminal industry seems to be of no avail. It is one of the most surprising things in the world that such peculations should ever occur, the certainty of exposure being almost as infallible as a mathematical axiom.

"So thoroughly organized is the system of inspection in the Post Office Department," the *Post* continued, "that, to use a strong metaphor, every man who perverts the funds in his charge or pilfers from the mails takes his life in his hands. He certainly takes his liberty and good name and invariably loses both. He cannot cover his tracks for any great length of time. The letter thief is preordained to detection. There is no chance of his eluding the silent and unerring pursuers, who, once possessed of a clue to their game, are never thrown off the scent.

"Were a similar system of surveillance to obtain in the management of the private affairs of life," the same authority concluded, "in the conduct of a mercantile or banking business, for instance, the list of embezzlements and defalcations would be speedily reduced to a minimum. That there are comparatively few in the post office service is a fortunate thing for the people. The value of the service depends upon its safety, and the Government has reduced its supervision of the letters entrusted to it for transmission to very nearly an exact science."

That is the whole story; and yet it is impossible, of course, that

all depredations and robberies of the mails should be prevented. Every depredator will admit that he is a fool to ply his thievery, and every burglar or safe-breaker, and every highway robber upon the plains, knows that prison walls or the fatal bullets of fatal guns are surely in store for him. The stories of depredations and of robberies are of no interest as the simple recital of a crime. On the contrary, they are abhorrent. But details establish and fasten in the mind the fact better than any mere assertion, no matter how strongly it may be put, may do. It is worth while to know, not merely that the thieves and the highwaymen are imprisoned or killed, but that this particular thief, and that particular highwayman, served so many years at hard labor, or died horribly, riddled with such a number of cold lead bullets.

The depredators find money and stamps in the letters, the money-drawers, or the safes. The money they can dispose of. It is not so easy, it is not easy at all, in fact, with the stamps. One of the most remarkable post office robberies on record occurred at Minneapolis in July, 1886. The thieves entered through the stamp window at night, closing the shutter behind them. Then they proceeded to break into the safe in which the stamps were kept, performing the task with a diamond drill so quietly that men working close by in the building did not hear them. In front of the safe was a large plate glass window, but the cold had covered it with frost so that no one could see through it. The burglars secured 600,000 two-cent stamps and 200,000 one-cent stamps, besides some money, the whole amounting to the value of over $14,000. They tried to dispose of their booty through other persons who acted as "fences," and in this way they were caught at Chicago. $4,078 worth of the stamps were recovered, and of course the thieves were punished.

There had been post office robberies in Western Pennsylvania. Stamps were stolen. They had to be disposed of. In various places, especially in Buffalo, large quantities of the stamps were offered for sale to business men known to use the mails extensively. A liberal discount on the face value was offered the purchaser, and a plausible story about how they came to be in possession of the would-be seller offered. The business men of course informed the postmaster or the Department at once; and thus information was not

only given that led to the tracking of the thieves, but by the publication of the news broadcast the thieves were prevented from disposing of their wrongly gotten wares.

A Nebraska man lately made a more or less ingenious explanation why he possessed a large quantity of postage stamps. He had been in Plattsmouth on the evening of a post office robbery, and a few days after was discovered in Omaha trying to sell a large quantity of postage stamps corresponding, in amount and size of the sheets in which they were found, with the stamps stolen from the Plattsmouth office. The thief said that he had been corresponding for a long time with his lady love and had sent her a great many stamps with which to reply. Just before the Plattsmouth robbery he and his sweetheart were married, and she surprised him by handing back all the postage stamps that he had sent her during their long correspondence!

A colored man was arrested at South Boston, Va., charged with robbing the post office there. He had been a leader in several beneficial and coöperative societies and the agent among his people for building and loan associations. Suspicion was first directed towards him when it was learned that he was paying up his accounts to his social orders in stamps. The robbery had occurred months before, and the post office safe containing several hundred dollars' worth of stamps was hauled away on a wheelbarrow. But the man had not disposed of all his stamps. A good number were found among his effects.

Clay, Cal., is a collection of a few straggling houses. Its only prominence, in fact, is due to the presence of a post office within its borders. One evening a couple of fellows broke open a barn about three quarters of a mile from Clay and stole a horse and roadcart. They then drove to the post office, and after breaking in the flimsy door blew the safe open with a little gunpowder. Possessing themselves of the $72 worth of stamps which it contained, the two men struck out for Sacramento. They had gone but a short distance when the cart in which they were riding upset; but leaving it in the road, they continued their journey on foot. Every wayside saloon they chanced to hit upon was visited and the stolen stamps were exchanged for beer. The news that this kind of currency was being distributed travelled fast. It came to the knowledge of the

deputy sheriff; he arrested the two men and held them until they were taken in custody by the post office inspector.

Sometimes persons who mail letters and papers are careless, and hence now and then a post office depredation. One night in Chicago two small boys accompanied by a little girl (and a very ragged trio of youngsters they were) were observed removing bulky newspaper packets stamped for mailing from the top of a post box at the corner of Twelfth and Wabash Avenue. A citizen gave chase after the juvenile thieves, but they eluded apprehension. Three children similar in appearance were watched removing like packages from the mail box at the corner of Eighteenth and State Streets. The superintendent of city delivery cheerfully acknowledged that complaints had been made to him of the larceny of parcels deposited on the boxes.

"We are not responsible for these losses," said he. "People who fail to deposit parcels and papers at this office do it at their own risk. Messenger boys intrusted to post valuable bundles, and in many cases heavy packages with numerous stamps attached, are supposed to deposit them in this office, but to save time they place them on the tops of boxes at street corners. About one year ago numerous complaints were made by citizens that mail packages were being stolen from the covers of post boxes. We finally ran down the thief. He was an old man who had reduced his method to a fine art."

It fares equally hard with persons who try to use cancelled stamps. Out in Los Angeles not long ago a man was fined $70 for using a cancelled two-cent stamp. The postmaster at Portersville, Cal., noticed when cancelling stamps on letters mailed at his office a letter with a cancelled stamp affixed in prepayment of postage. He accidentally cancelled the stamp a second time, and forwarded the letter to its destination. He was aware, however, who had mailed the letter. A few months later the same man presented himself at the stamp window of the Portersville office and desired to purchase twenty-five cents' worth of postage stamps. He was noticed to have in his hand a letter addressed to a young woman at Milo, and this letter had a cancelled stamp affixed. The man, on purchasing the stamps, deposited the letter with the stamp affixed in the receiving box. The postmaster withdrew the same from the

mail, and, advising the inspector-in-charge at San Francisco, was ordered to forward the letter to headquarters. An inspector visited Portersville and soon caused the depredator to be taken into custody. He entered a plea of guilty and was promptly sentenced.

In an average year perhaps fifty postmasters, a score of assistant postmasters, forty or fifty post office clerks, and anywhere from fifty to seventy-five mail carriers are arrested for dishonesty. But there are 230,000 people employed in the postal service in one way and another, and this percentage of wrong doing is infinitesimal. But that does not prevent the inspector force from using its hardest efforts to cut the percentage down, and they are continually doing it, especially since the lottery matter has been driven from the mails. It is to be said in extenuation, too, that these tens of thousands of postal employees are exposed to much temptation, and sometimes they find themselves in tight places financially, and it seems a simple thing to help themselves out temporarily by "turning over" some of the Government cash which is lying idle on their hands. Every dishonest postal employee imagines that his method of stealing is a new one; that he does it better than anyone ever did it before; and that he can elude detection. He is invariably caught. He can never tell when he is being watched or how.

The rifling of letters is one of the most dangerous as well as one of the most common forms of theft; for no matter if a clerk becomes expert in detecting the presence of money in letters, he also exposes himself the more to detection by the very freedom with which he practises his art. A short time ago a clerk in a North Carolina post office was caught in the act of rifling a letter. He had achieved such expertness in distinguishing paper money by the smell that after his capture he selected with unerring accuracy seven letters containing banknotes out of four hundred placed before him, though blindfolded, — in order to satisfy the curiosity of the inspectors. Not merely old bills can be thus smelled out, but new ones. Likewise employees of the Bureau of Engraving and Printing say that they can "smell out" new notes in envelopes every time.

Then the carelessness of people who enclose money in letters is most surprising. Probably the most flagrant case of this kind on record was that of a Chicago man who mailed an envelope with $4,000 in it and forgot to put any writing on the inside or any

address on the outside. He got the sum back by application to the Dead Letter Office after having much trouble to prove his claim.

Money is sent by post in all sorts of queer ways, the notion being usually to disguise it as much as possible. At Christmas time particularly such tricks are practised as poking bills in the fingers of gloves or of mittens knit by affectionate women relatives for little ones far away. Small sums of cash are concealed for similar purposes in candy boxes and secreted with merchandise in every conceivable fashion. Coin is very apt to be dispatched between two pieces of pasteboard, perhaps glued on. It is always mailed in that manner abroad, for the reason that it is against the law in Europe to send anything made of gold or silver by post. Probably the safest way to enclose a greenback in a letter is to roll it up tightly between the hands like a small lamplighter and lay it in the fold of the paper. A note so treated is not readily detected by holding the envelope containing it up to the light, and the expert postal thief who is able to tell a letter that has money in it by the peculiar touch is "stumped" by the lamplighter.

Coin lost in the mail mostly meets this fate by slipping out of the envelope. When that happens it is found in the letter sack, and forwarded to the Department with an accompanying description of any letters or packages in the same sack which look as if the money might possibly have escaped from them. The number of the mail and the place it came from, together with the number of the sack, are also recorded. If the owner communicates his loss to the Department, he can get the money back by giving data properly corresponding with all these detailed memoranda. Banknotes are not infrequently enclosed in newspapers for mailing. An Ohio postmaster sent in a $20 bill which he found put up in this way in a paper without an address a while ago. From $800 to $1,500, found in dead letters and uncalled for, is turned in to the Treasury every month.

In some of the larger post offices galleries are provided from which suspected clerks may be watched. The honest ones do not object to them, because they are never under suspicion. The dishonest or the over-sensitive sometimes make objections; but the moral effect of these repressive provisions is always wholesome.

Recently a gallery was added to the New York office. Said Inspector James, describing it:

"It is to command a view of the office and the men employed on the big floor. A similar gallery has been constructed in the post office at Chicago, and in several other offices arrangements have been made by which inspectors can see without being seen. The loss of letters is a serious thing. The public depends upon us to ferret out the dishonest clerks, and now we are better prepared than ever before to do it speedily, and without having honest men under suspicion. From the new gallery the work of the city department clerks can be seen at all times. And men from this office will be on duty in that gallery regularly. I believe it will tend to prevent dishonesty, and if it does no one will be happier than I. It is an unpleasant duty to arrest any man."

The thieving postal employee is usually caught with the decoy letter or the marked money or coin. He is always caught somehow, and these are customary methods. As has been said so many times, the postal thief is never smart. He does as well as he can, but he is never sufficiently smart to escape detection. Two or three months ago the Scott Stamp & Coin Company of New York noticed that some of its mail was missing. Inspectors laid the usual trap for the suspected carrier. A letter addressed to the Scott Company and containing a marked silver dollar was placed in the box from which he took his mail. This box adjoined that of the carrier on whose route the stamp company is. The suspected carrier should have placed the letter in the box for "misboxed" letters, but he did not do so. He was arrested and the marked dollar was found in his pocket. The letter he had destroyed. The fellow confessed, and found himself in jail. He had a wife and three children. He had not thought of them. This last summer a Boston letter carrier who had seen twenty-four years of service was arrested for embezzling letters, and sentenced to five years at hard labor in the state prison. He was married, and had two grown-up children.

The record shows that the loss of registered mail is an infinitesimal percentage of the enormous total transmitted by this method. Perhaps this has been the reason why, in the unusual cases referred to, rare ingenuity has sometimes been exercised to defraud this branch of the service. Out in Idaho in 1887 a postmaster devised

what he considered a "dead sure thing." He took his book of blank money orders, and having chosen a fictitious name, drew orders under that name in favor of various banks in adjacent states and territories. His advices corresponding to these orders were signed with his real name as postmaster. Then he wrote a letter to each bank, signing his false name, saying that he had drawn the orders in their favor because he had expected to be travelling through their towns and to be able to collect the cash thus deposited. But he had changed his plans, and would be obliged if the banks would kindly collect the money and remit it by registered letter to him at a certain post office — mentioning a post office, not far from his own, which received all its registered mail through his own office. To complete the plan in every detail he appended in each case to the fictitious letter his own certificate as postmaster that the bogus person was a genuine remitter. Of course the banks promptly complied, sending the money by registered mail to the post office indicated. When the registered letters addressed to the false name passed through his own office on their way to their destination he retained them. In this highly original manner he secured nearly $20,000, skipping thereupon to Canada. The fraud was very soon discovered in the Department, and this clever postmaster was extradited on a charge of forgery, the Attorney General holding that the issuing of a United States security without authority was forgery in a technical sense. This applied because the postmaster was only authorized to issue money orders upon receiving an equivalent in cash. Five years in the penitentiary was his portion.

It is hard to find in the records of the Department cases in which women have depredated the mails. Children have done so, and among them have been girls, and not long ago in Huntington, W. Va., two girls of nine and twelve narrowly escaped the penitentiary. Business firms in that town had been missing mail. The lock boxes at the post office were watched, and the two little girls were caught unlocking the boxes and with several keys upon their persons. In order to convict them it was necessary to have evidence, and the Huntington postmaster took the stand. While he was testifying one of the grand jury happened to come into the court room. He saw what was going on and hurried back into the grand jury room. In a moment the foreman of the jury came in and called the atten-

tion of the district attorney to the fact that the indictment was indorsed "not a true bill." The fact had escaped attention. It was generally believed that the girls had been made the tool of some practised post office thief.

But if it is such an unusual thing to find a woman depredator, there is noticed in the rare cases no lack of ingenuity or nerve. An eighteen year old girl was clerk in one of the New York sub-stations. She resigned. An examination of the books revealed a shortage of $400 in the money order account. The girl told the officers that her predecessor had taught her how to manipulate the books so as always to have a balance on hand. This woman was arrested. Two days later the post office inspectors missed the pretty ex-clerk. They finally heard of her in Buffalo, and a warrant was sent there for her arrest, but when the marshal went into the house she slipped out and was hauled into the house of a neighbor through a window. Shortly afterwards an inspector was in Buffalo after another defaulter and he tried to locate the girl, who was at the house of a Mr. Clark. The inspector went to Clark's, having arranged with the letter carrier on that route to deliver a bogus registered letter. The girl saw him and ran. Mrs. Clark asked if the inspector had a warrant, and when he said no, slammed the door in his face.

Then the inspector swore out a warrant for Clark for harboring a fugitive from justice. That made Clark give the girl up. She was taken to New York and admitted to bail in $5,000. When her trial was to take place the girl's lawyer asked for a long continuance on the ground that she was about to become a mother and could not endure the strain of a trial. The man who had furnished bail for the pretty defaulter went to the United States District Attorney and said that he wanted to surrender the young woman. She was arrested and sent to Ludlow Street jail. It was a bad situation for the jail officials. If the girl had been incarcerated in any other prison than Ludlow Street jail, or if she had not been a United States prisoner, she would have been sent at once to Bellevue Hospital. But the United States Government does not make any provision for sick prisoners, and she must therefore remain there, away from friends and with no other medical attendance than could be given by the prison doctor; and her child would go through life

with the added stigma of having been born in prison, which could never be removed. The young woman was merely a prisoner held for trial. She had not been convicted of any crime, and she might not be. It was a case similar to that of Ethel Osborne, the Englishwoman who stole her friend's jewels and was afterwards sent to prison for perjury in testifying that she had not taken the jewels. She was released before her sentence expired, in order that her child might not be born in prison. The girl was finally sent to the Sloane Maternity Hospital. Sometime after she went into the United States Court, accompanied by her sister, who carried a fine fifteen days old boy baby, and pleaded guilty to embezzling the $400. She was sentenced to six months in New City jail and ordered to pay costs, which amounted to almost $200.

In an average year perhaps eight hundred post offices are burglarized. These crimes are usually committed by organized gangs of thieves, operating under directions from a chief at headquarters in one big city or another. New York appears to be the centre for the business. As a rule, the robbers attack post offices far distant from their headquarters, where they meet at intervals, and divide what plunder they receive. They are equipped with the appliances for breaking into the strongest buildings, frequently employing explosives, "cracking" safes by the most expert methods, and not hesitating to resort to murder on occasion. It is no wonder that the inspectors agree that increased rewards should be offered for the capture of such criminals. Evidently better provisions for safes should be made, and more care should be taken by postmasters to guard their valuables, and more than all, the inspector force should be increased; but it is a satisfaction that the hard work which the inspectors put in upon these cases is having its effect, and that the robberies of post offices are becoming fewer.

The post office burglars do some funny things. Last summer they robbed the safe in the Ashland Village, N. H., post office, and stole a hand-car and rode away for miles upon the railroad, only to be caught in the end, of course. In a New Jersey village the post office is next door to the railroad station in an isolated neighborhood. Behind the letter boxes stood the safe, which was supposed to be burglar proof. But the burglars drilled holes in its doors and put in powder. This was touched off and the safe was fairly

blown to pieces. The explosion shattered all the boxes in front and generally destroyed the office. The burglars then began to search the interior of the safe. It contained only a newspaper bundle that looked as if it were an old overcoat wrapped up. The bundle was tossed into one corner of the room. The burglars left behind them a pick-axe, a hatchet, and a cold chisel. About four days before the postmaster had received a consignment of $10,000 worth of stamps. It was these, and not an old overcoat, that were wrapped up in the newspaper in the safe.

Last June Postmaster Olmsted, of Geneseo, New York, got up very early one morning to overtake his extra work, which had been caused by the accumulation of mail in consequence of a normal school commencement. He encountered two burglars breaking his safe open. As Mr. Olmsted pushed in the heavy front door of the office he was confronted by a big fellow with a drawn revolver, who yelled:

"What in —— are you doing here?"

Mr. Olmsted sprang upon the burglar and dragged him down the stone steps to the sidewalk and threw him. But the second burglar appeared and gave the postmaster a stinging blow with a billy and then began to shoot. Mr. Olmsted turned to grapple with the second man, when the first jumped up, and before those who had been aroused by Mr. Olmsted's yells could reach the scene both burglars had escaped. Mr. Olmsted sustained severe wounds. The burglars had entered by means of a back window, prying it open with a jimmy. A number of tools were found in the office, showing that the thieves were not amateurs in the business. The citizens of Geneseo wanted their gamey postmaster to have a chance personally to shoot these fellows when they were caught.

The last of the desperate gang of post office robbers who infested Northwestern Pennsylvania within the past year, and who were run to cover by Post Office Inspector McCalmont, met a most tragic end. He was Patsy Dowd, formerly of Dunkirk, and called Dunkirk Paddy. He was out driving with a couple of painted women from Jamestown; they had words, and Dowd struck one of the women in the mouth. This occurred a short distance above Fluvanna. They drove to the hotel there. A young man saw that one of the women had blood on her face and asked her what was the

matter. She told him that Dowd had hit her in the face. Dowd (and the women) retreated to the parlor for the young fellow and his companions said they would "fix" Dowd. They pushed open the door. Dowd drew a revolver; the others threw beer bottles at him. Dowd fired, and the young mediator fell dead with a bullet in his heart. Dowd escaped from the hotel. The police of Jamestown were sent for. Dowd returned to the hotel in a few minutes, and seeing what he had done, turned the revolver toward his heart and fired four deadly shots into his body. Dunkirk Paddy was not thirty, but he had spent a good part of ten years in the penitentiary. His father had fallen from a roof and been killed; a brother was burned to death; and another of the three brothers had thrown himself in front of a locomotive and been crushed to pieces. Only a sister is left of this family. She is a nun.

On the night of May 19,1892, Postmaster Clouse of Woodbury, Pa., who lives in a house adjoining the post office, was awakened by an explosion in his office. He ran to the second story window and looked into the street. Just as he reached the window a man came out of the post office and ran down street. Mr. Clouse called to him to stop. The man did stop, and wheeled, and raising his arm, fired a shot at the postmaster, who involuntarily dodged; and the bullet cut through the sleeve of the night-shirt in which Mr. Clouse was arrayed. Mr. Clouse went into the house, searched for a weapon, and, not finding one, started downstairs and out into the street, still dressed for slumber. As he reached the street the man was waiting. He fired two more shots one of which cut through the shoulder of the postmaster's only garment. In the meantime Mrs. Clouse had been attracted by the noise, and hurried to the veranda. The robber then devoted his attention to Mrs. Clouse, and fired two shots, one of which necessitated the mending of her only garment at the neck. Mr. Clouse, thoroughly infuriated, started toward the robber. When within five feet of him another shot cut a lock of hair from the postmaster's head, and the man turned and ran, followed by Mr. Clouse, who by this time had been joined by several citizens. The robber escaped, but he was captured after a few days in Bedford County.

A daring robbery occurred last July at Pleasant Grove, Utah. The shop and post office were boldly broken into by five tramps.

They took groceries and neckties, as well as money. It happened on a Sunday morning, when the streets of the town were almost deserted. But between ten o'clock and noon five men were observed by several housewives, wandering around "sizing up" the town. The morning services closed about twelve o'clock and soon the members of the congregations sought their homes. The obliging postmaster was requested to open and distribute the mail. As he reached for a bundle of letters on the rack, three men jumped up from behind the desk containing the money and stamp drawer, and making out through a side entrance went racing down the road. The entire populace of the town gave chase. The fugitives were all good sprinters, but they proved no match for the gallant citizens of Pleasant Grove, and after being chased through the fields and over the wire fences, they were at last captured. The men who held out until the home stretch, escorted their prisoners back to the town and later took them to Ogden, where they were securely stowed away in jail. The remaining two burglars were afterwards found hidden away in a grove. When questioned as to the cause which led to the commission of their crime, the prisoners answered, frankly, "hunger."

The depredations and the robberies now and then brought to light in the East and the North are effete and playful compared with the exploits more frequently chronicled in the South and West. One picturesque episode marked the capture of three desperate mail robbers in Barbour County, W. Va. There was in that part of the country an organization known as the Red Men. At the beginning it was fairly respectable, being intended for the purpose of putting down tramps; and it included many good citizens. But bad characters got control of it, and it degenerated into a sort of White Cap society, terrorizing that region, whipping prominent persons and committing murders occasionally. Members of the association, while engaged in their nocturnal excursions, wore long robes of red stuff, red hats and red masks in the shape of hoods, so that their appearance was very awful. Three desperadoes named Price, Kittle and Hoffman were the leaders, and they finally took to knocking down mail messengers and stealing letters and packages. So they were hunted down in the mountains and were sentenced to long terms of imprisonment. In court the most important witness was

the secretary of the Red Men, named Brown, whose beard by the official tape was found to measure five feet four inches in length, his moustache measuring four feet two inches.

Two or three months ago United States Marshal Carter B. Harrison received in his office at Nashville the following telegram from Cookeville, in Putnam County, Tennessee:

"Storekeeper and Gauger Ballinger killed last night near Cookeville. Send officer to Barnes' distillery to-day."

For some time a warrant had been out for the arrest of Frank Sloan on the charge of robbing the mail. Sloan was formerly postmaster at a country town in Putnam County. Deputy Marshal Brown, Storekeeper Ballinger and Creed Cardwell finally struck Sloan's trail and traced him to a log cabin six miles east of Cookeville. Sloane was in the house with the windows and doors barricaded. The three officers surrounded the house, each man going up at a different point to prevent Sloan's escape. Sloan knew they had come after him, and were going to take him or fight desperately. At daylight Brown and Cardwell passed around the house to get within range of the rear entrance. Ballinger was to watch the front door. Suddenly a sheet of flame shot out of the window. Ballinger threw up his hands and sank to the ground. Sloan had shot his barrels of buckshot into the officer. The lower part of his body was fairly riddled, and death relieved him in a few minutes. Sloan drove the other officers off the premises and fled. He was a most desperate character. Only a few days before he had ridden into Cookeville, fired into the post office, and run the postmaster out of town. He then called on the sheriff, made him walk up to him with uplifted hands, and terrorized all the citizens with his ready gun.

"An unrivalled celebrity," writes Mr. Rene Bache, "was earned by the famous Rube Burrows, who may fairly be considered to have been the most remarkable outlaw of the century. Beginning life as a school teacher, he soon found a more congenial employment in robbery and murder, betaking himself to depredations on the postal service incidentally. His last important achievement of this sort was an attack upon a train near Buckatunna, Miss., on the Mobile and Ohio Railway, in September, 1889. In this adventure he was accompanied by Joe Jackson and Rube Smith,

two criminals of almost equal notoriety. The three men mounted the tender and covered the engineer and fireman with their pistols, proceeding thereupon to pillage the express and mail cars, taking all the registered packages which they found in the latter.

"By this time Rube Burrows had become such a terror in that region that rewards aggregating $7,000 were offered for his capture, dead or alive. The Post Office Department offered $1,000 of this amount. But the robber was so dreaded that no one dared to attempt to arrest him. Nevertheless, a man named Carter and another determined to accomplish it. Having watched the desperado and seen him enter a negro cabin, they offered two colored men, who were passing, $100 each to enter the cabin, seize Burrows when off his guard, and cry out for their assistance. The negroes carried out their part of the programme, and Carter and his companion rushed in, covering Burrows with their guns. Having bound the captive, they laid him helpless across the back of a mule and carried him in that way to the neighboring village of Myrtlewood, Ala.

"There being no one in charge of the jail, Burrows was taken to a house near by and guarded by the two negroes and a white man, while Carter went to a hotel a little distance away to sleep. During the night Rube said that he was hungry and asked one of the negroes to hand him the canvas sack containing his "kit," in which were some crackers. The request was complied with, and plunging his manacled hands into the bag, he drew forth two pistols, with which he covered his captors. Having thus secured the advantage, he obliged them to remove his bonds and compelled the two negroes to bind and gag the white man. Then he made one of the colored men similarly bind and gag the other.

"A less desperate ruffian would have been content thereupon to make his escape, but Burrows declared that he proposed to recover his rifle and money, which Carter had taken. So he compelled the remaining negro to lead him to the room in the country hotel which Carter occupied, obliging him at the pistol's muzzle to knock at the door and say that Carter was wanted at the jail. Carter opened the door unsuspectingly and found himself confronted by Rube's revolvers. However, he was a braver man than the desperado supposed, and instead of surrendering, he immediately drew his own

weapon and began firing. A tremendous fusilade ensued, the fight being carried out to the street, where Burrows fell, mortally wounded. Carter was severely hurt, and lost an arm in consequence of a wound in his shoulder. He subsequently received the whole of the Government reward, as well as a share of the balance of the $7,000. Rube Smith is in prison for life. Joe Jackson stabbed one of his guards in the jail at Jackson, Miss., and ran up a spiral stairway, to the top of the building. Being covered with rifles, rather than be taken, he deliberately dived sixty feet to the stone floor below and was smashed to pieces."

The far Southwest and West give us, however, the most numerous and terrible tales of robbery and murder, and they illustrate, just as strikingly, though not more so, for that would be impossible, the admirable bravery of the mail and express messengers and the stage drivers and the train men.

"Hold-ups" of mail trains have been common in the Lone Star State. A gang of highwaymen led by the notorious Ed Reeves held up a train on the Panhandle Road in Texas in 1887. They robbed the express car, knocking the messenger senseless with a six-shooter, but the postal clerk refused to open the mail car in response to their demand. So they blew open the door with dynamite and cut open the pouches. They then selected watches, rings, diamonds and other valuables from the passengers. Altogether it was very thoroughly done, and, besides jewelry, they secured $7,009.50 in cash. Reeves was subsequently captured after a desperate fight, during which he was shot five times, and preferring death to imprisonment, he offered the sheriff $50 to kill him. Five inspectors and deputy marshals lay in wait for Whitley, another desperate member of the band, at his house. When he entered they covered him with their guns, but he opened fire at once, and fell, riddled with bullets, dying, pistol in hand, and with the smile upon his face which men wear who die from gunshot wounds.

The post office inspectors meet with many thrilling experiences trying to capture these desperate mail robbers. "One of the most desperate criminals of this description," to quote from Mr. Bache again, "was the notorious H. W. Burton, otherwise known as Ham White. He achieved the repute of being the most daring highwayman of recent times, and obtained the very remarkable distinction

of two sentences of life imprisonment. A feature of his work was that he always did it alone, holding up stage coaches single handed, although himself a cripple. He committed four such robberies in one day near Austin, Tex. No bandit was ever more courteous than he. In one case, where he went through a vehicular conveyance on a lonely road in 1877, he took $20 from one passenger, and gave him back $1 for supper; another, who was a drummer from Chicago, gave up $75 and got back $5 commission for cash, while a third unfortunate was permitted to keep his watch because of its sentimental value as an heirloom.

"That particular adventure which occurred near Luling, Tex., brought about Ham White's arrest. Although sentenced for life, he was pardoned by President Hayes in 1881. But the business of highway robbery had an irresistible fascination for him, and within six weeks he was at it again. Seeking a new field of operations in Arkansas, his lonely figure clad in brown jean pantaloons, cavalry boots, slouch hat and mask of black cloth, became very soon a familiar terror of the road. His final exploit was the robbing of a stage between Fayetteville and Alma. There were fourteen passengers, thirteen men and one woman, and they were obliged to get out one by one, while the brigand covered the head of each with a cloth sack, as a preliminary to going through them. This was invariably his method. Two hours later he took lunch at the same hotel with his victims, and was interested in listening to their stories of the bravery which each had exhibited in the trying ordeal they had been through, although he subsequently said that he had never met with a more peaceable party. After being captured he made a desperate attempt to escape from the office of the jail, being alone with the jailer, at whose head he presented a dummy pistol which he had made in his cell out of leather and tinfoil. However, the jailer knocked him down with a pair of shackles and quietly secured him. His plan was to get the keys, lock his guards in the jail, and run for it."

"I have been a wanderer in the great West since 1871," writes a former Indian agent, "and have had some decidedly characteristic experiences with mail robbers and Indians. I am also guilty of having been a postmaster myself. In fact, I am a 'XX' postmaster, having been twice commissioned to serve in that capacity at a

romantic city in Arizona. I guarded my post office at one time for more than a week, aided by six special deputies — all of us fully armed. Finally a box of giant powder was placed under my office, and a fuse was lighted. The result was a cloud of dust, accompanied by a little 'stage thunder,' as the building was constructed of adobes, with a tin roof.

"Once I was an innocent passenger on a stage coach, travelling from Tucson to Florence, Ariz., when a bold stage robber with a bad heart and a big gun actually persuaded me to contribute three whole Mexican dollars towards his support. He also took the mail pouch and Wells, Fargo & Co.'s express box. His manner was very impolite. He robbed seven stages in Arizona single handed. He was a very desperate man, but one evening he was surrounded by a sheriff's posse of seven men, armed with double barreled shot-guns, and the next day the robber was buried at Tucson. His name was Billy Brazzleton."

The "hold-ups" of stages and trains in the South and West had been noticed to be so numerous — for in the year ended June 30, 1891, seventeen coaches were held up and pillaged in the South and twenty-eight in the West — that large rewards were offered for the apprehension of any mail robbers. One good story will suffice to illustrate the reckless terror which the Western highwayman strikes in the hearts of travellers; the fated desperation with which he escapes capture, the fated stroke which lays him cold in death.

But first for a pleasant little story of a robbery which occurred near Grand Junction, Col., in 1886. Highwaymen held up a mail train, having piled ties on the track to stop it. They put the conductor and fireman out on a pile of rocks alongside the track, and kept them covered with guns while they got the postal clerk and the express messenger and put them likewise under guard. Being content with pillaging the express and mail cars, they did not interfere with the passengers; but an Englishman on his travels was so delighted at the notion of encountering so wild and woolly an adventure, that he insisted upon leaving the car in order to see what was going on. When the porter tried to stop him, saying that he would be killed if he went outside, he replied:

"But I want to observe how they rob a train in this blooming country, don't you know."

He did actually get as far as the platform when a bullet through his hat induced him to retreat precipitately. The robbers were pursued by inspectors and United States marshals through Colorado and Utah to a dugout where they had taken refuge. There were four of them and each got five years.

The story of Black Bart, the notorious "P o 8," is typical. In 1888 Special Officer Hume, of Wells, Fargo & Co., issued a bulletin describing the supposed robber, offering rewards for his capture, and enumerating some of his exploits. He had robbed twenty-eight stages in California alone between July, 1875, and November, 1883, and had just been released from the state prison at San Quentin. The recent "hold-ups," which had been "one man" robberies and had drawn attention to Black Bart again, had been the robbery of the mail and of Wells, Fargo & Co., between Bieber and Redding; of the stage from Downieville, through Nevada City, where the mail was stolen, and a gold bar worth $2,200 was taken from the express messenger; and of the stage between Eureka and Ukiah, where some $700 was taken from the mail messenger and probably $1,000 worth of valuables from seven mail bags which were rifled.

It appeared from the description that Black Bart was sixty years old, measured five feet eight in his stockings, was light and had blue eyes, wore a number six shoe and a seven and one quarter hat, weighed one hundred and sixty pounds, and never used tobacco, liquor or opium in any form. It appeared, too, that he was somewhat waggish, was neat in dress and polite in manner, never swore or gambled, and though he had made his headquarters in San Francisco for eight years was hardly known to anybody there.

The bulletin of Special Officer Hume shows that Black Bart had acknowledged having committed the twenty-eight robberies in California alone, and that twenty-seven of these related to the United States mail as well as to the treasure boxes of Wells, Fargo & Co. A list of all these robberies is given, and it looks like this:

1.—Stage from Sonora to Milton, July 26, 1875, 4 miles from Copperopolis. John Shine, driver.
2.—Stage from San Juan to Marysville, Dec. 28, 1875, 10 miles from San Juan. Mike Hogan, driver.
3.—Stage from Roseburg to Yreka, June 2, 1875, 5 miles from Cottonwood. A. C. Adams, driver.
4.—Stage from Point Arena to Duncan's Mills, August 3, 1877, between Fort Ross and Russian River.
5.—Stage from Quincy to Oroville, July 25, 1878, 1 mile from Berry Creek.

6.— Stage from La Porte to Oroville, July 30, 1878, 5 miles from La Porte. D. E. Barry, driver.

7.— Stage from Cahto to Ukiah, Oct. 2, 1878, 12 miles from Ukiah.

8.— Stage from Covelo to Ukiah, Oct. 3, 1878, 10 miles from Potter Valley.

9.— Stage from La Porte to Oroville, June 21, 1879, 3 miles from Forbestown. Dave Quadlin, driver.

10.— Stage from Roseburg to Redding, Oct. 25, 1879, 2 miles from Bass Station.

11.— Stage from Alturas to Redding, Oct. 27, 1879, 12 miles above Millville.

12.— Stage from Point Arena to Duncan's Mills, July 22, 1880, 2½ miles from Henry's Station. M. K. McLennan, driver. Mr. W. J. Turner and wife of San Francisco, passengers.

13.— Stage from Weaverville, to Redding, Sept. 1, 1880, 1 mile from Last Chance. Charles Cramer, driver. Took breakfast next morning at Mr. Adkinson's on Eagle Creek.

14.— Stage from Roseburg to Yreka, Sept. 16, 1880, 1 mile from Oregon State Line. Nort Eddings, driver.

15.— Stage from Redding to Roseburg, Nov. 20, 1880, 1 mile from Oregon State Line. Joe Mason, driver.

16.— Stage from Roseburg to Yreka, Aug. 31, 1881, 9½ miles from Yreka. John Lulloway, driver.

17.— Stage from Yreka to Redding, Oct. 8, 1881, 3 miles from Bass Station. Horace Williams, driver.

18.— Stage from Lakeview to Redding, Oct. 11, 1881, 2 miles from Round Mountain post office. Louis Brewster, driver.

19.— Stage from Downieville to Marysville, Dec. 15, 1881, 4 miles from Dobbins Ranch. George Sharpe, driver.

20.— Stage from North San Juan to Smartville, Dec. 27, 1881.

21.— Stage from Ukiah to Cloverdale, Jan. 26, 1882, 6 miles from Cloverdale. Harry Forse, driver.

22.— Stage from Little Lake to Ukiah, June 14, 1882, 3 miles from Little Lake. Thomas B. Forse, driver.

23.— Attempt to rob stage from La Porte to Oroville, July 13, 1882, nine miles from Strawberry. George Helms, driver. Geo. W. Hackett, Wells, Fargo & Co.'s messenger fired at robber and put him to flight.

24.— Stage from Yreka to Redding, Sept. 17, 1882, 14 miles from Redding. Horace Williams, driver.

25.— Stage from Lakeport to Cloverdale, Nov. 24, 1882, 6 miles from Cloverdale. Ed Crawford, driver.

26.— Stage from Lakeport to Cloverdale, April 12, 1883, 5 miles from Cloverdale. Connibeck, driver.

27.— Stage from Jackson to Ione City, June 23, 1883, 4 miles from Jackson. Clint Tadcliffe, driver. (In all the above mentioned robberies, he also robbed the United States mail.)

28.— Stage from Sonora to Milton, Nov. 3, 1883, 3 miles from Copperopolis. R. E. McConnell, driver.

Black Bart used to be called the "P o 8," because on two or three occasions he left behind, for the consolation of the robbed, some verses that he had written. A favorite lay of his seemed to be:

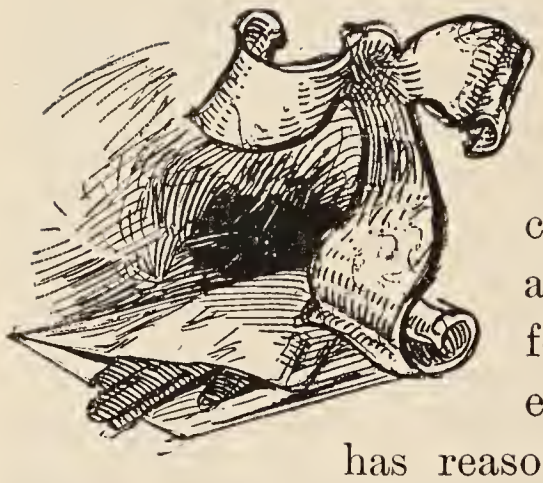
" here I lay me down to sleep
to wait the coming morrow
perhaps success perhaps defeat
and everlasting sorrow
I've labored long and hard for bread
for honor and for riches
But on my corns too long youve tred
. . . . . .

let come what will Ill try it on
my condition can't be worse
and if there's money in that box
Tis munny in my purse."

The brave express messengers who capture these highwaymen and kill them fare hard sometimes at the hands of fickle Fortune. Eugene Blair of New Hampshire, long a faithful messenger, killed the notorious Big Jack Davis. After years of exposure to the attacks of outlaws, having twice escaped death at their hands while defending Wells, Fargo & Co.'s treasure, he was finally persuaded by his brother, John Blair, a state senator of Nevada, and by his mother, too, to withdraw from the express service. His brother and his mother believed that the deadly rancor of the cut-throats whom he had so often brought to grief would lead them to assassinate him. He did resign, and he went into the lumber business with his brother at Pioche, Nevada. There, while hauling wood one day, his wagon brake failed to act, and the team, a pair of little mustangs, could not hold the wagon back, which turned over, throwing some of the wood on the driver and crushing his chest so that he was crippled for life. He returned to his old employers, who pensioned him for life. Not long ago the Wells-Fargo stage express was attacked by two highwaymen near Redding, Cal. The messengers drew their guns. One robber received a dozen buck shot wounds in the face, neck and chest, and the other was shot through the body. But one of the messengers was killed. The cut-throats who had caused his death were soon recovering their health, comfortably housed, in jail, to be sure, but well-fed and pampered by sentimental sympathizers.

The bombarding and looting of the Southern Pacific express at Collis, Cal., recently, is still fresh in the minds of Californians, if not of Easterners. Four thoroughly desperate highwaymen blew up the cars with dynamite, secured treasure from the express boxes and the mails, and rode away. But posses were formed and the robbers captured, though not till one or two of the pursuers had been killed. No time was lost, however, in stringing them up to the arm of a convenient tree. Thus is the stroke of justice sure. It may fall slowly; but it may fall quickly.

SMUGGLING IN THE MAILS.



THE instructions of the Post Office Department say that when letters, sealed packages, or packages the wrappers of which cannot be removed without destroying them, are received in the United States from a foreign country, and the postmaster of the exchange office at which they are received has reason to believe they contain articles liable to customs duties, he shall immediately notify the customs officers of the district in which his office is located, or the customs officer designated by the Secretary of the Treasury for the purpose of examining the mails arriving from foreign countries, of the receipt of such letters or packages, and their several addresses; and if any letters or packages of this character are addressed to persons residing within the delivery of his office, the postmaster shall also, at the time of its arrival, promptly notify the addressees that such letters or packages have been received, and are believed to contain articles liable to customs duties, and that they must appear at the post office at a time designated, not exceeding twenty days from the date of the notice, and receive and open the letters or packages in the presence of an officer of the customs.

Letters, all registered articles, and sealed packages the wrappers of which cannot be removed without destroying them, which are supposed to contain articles liable to customs duties, and which are addressed to persons residing outside of the delivery of the United States exchange office where they were first received from abroad, have to be forwarded without longer detention than twenty-four hours to their respective destinations marked "supposed liable to customs duties," and upon their receipt at the offices of destination the postmasters shall notify the nearest customs officer and the

persons addressed, in the manner and to the same effect as provided in the case of similar letters or packages addressed for delivery at the United States exchange office where they were first received.

If a reply is not received from the customs officer within twenty days from the date of the notice, the package may be delivered to the addressee without regard to the stamp "supposed liable to United States customs duties." But if the customs officer should request the postmaster to allow the package to be opened in his presence by the addressee, the postmaster will comply with the request, and immediately report the nature and probable value of the contents to the customs officer (retaining the package in his possession); whereupon the customs officer informs the postmaster of the amount of the customs duties due upon the package, which amount the postmaster collects upon the final delivery of the package and transmits under official registration to the customs officer. But this does not authorize or allow customs officers to seize or take possession of any letter or sealed package while it is in the custody of a postmaster, nor until after its delivery to the addressee; and no letter or sealed package can be detained at the office of delivery a longer period than may be necessary for the appearance of a customs officer and the addressee.

Unsealed packages (except registered articles which are to be treated as sealed packages) received in the mails from foreign countries, which are found upon examination by customs officers to contain articles liable to duty, are delivered by the postmaster at the exchange office of receipt to the proper officer of the customs with notice of delivery to the person addressed. But books received from countries or colonies of the Universal Postal Union, all unsealed packages of merchandise received in the mails from Mexico and Canada, and all packages received by parcels post from any foreign country, which are found to be dutiable, when addressed to a post office other than the exchange office of receipt, are promptly transmitted by mail to the addressees charged with the amounts of duty respectively, which amounts postmasters at the offices of destination collect of the addressees and remit by the first mail, under registration, to the collector of customs of the district.

In case of the refusal or neglect of addressees of such dutiable books, or packages of merchandise from Mexico and Canada, to

apply for them at the post office of destination within a period of thirty days from the date of their receipt and pay the customs duties and any postage charges, the postmaster specially returns the same under official registration marked to show why they were not delivered to the collector of the customs of the district; but in the case of packages received by parcels post from foreign countries which appear to be undeliverable, postmasters at post offices of destination, at the expiration of thirty days from the date of their receipt, report to the "Superintendent of Foreign Mails, Post Office Department," that the packages are undeliverable, giving the reason why, and stating the names and addresses of both senders and addressees of the packages, dates and places of mailing, dates of receipt, and what the packages are said to contain, and hold the packages subject to the further orders of the Department. Postmasters are instructed to collect the customs duties on such books and packages forwarded to their offices for delivery to addressees, and promptly remit the sum so collected by them to collectors of the customs in registered letters, using penalty envelopes and omitting the registration fee, as for all official matter.

Postal clerks on railway post offices exchanging mails with Canada are directed to examine carefully Canadian mails coming into their hands for distribution, and to turn into the nearest exchange post office where there is a customs officer all books and packages of merchandise known or supposed to be liable to customs duty.

At the New York post office are rooms assigned to the customs offices, known as the customs bureau, and another room for the use of these offices in the examination of unsealed packages. On the arrival of a foreign mail all unsealed packages of books, or packages which contain merchandise which may possibly be dutiable, are taken out under the supervision of the superintendents of the distribution and delivery divisions, or their representatives, and sent to the room of the delivery division, where they are examined by the customs officers. Those found to be dutiable are seized, and those free of duty sent out for delivery or despatch. There is no special method pursued in the New York office for the detection of smuggling; but superintendents and their assistants use their best judgment in deciding what packages may or may not be reasonably supposed to contain dutiable goods, and, of course, the postal officials coöperate

as well as may be with the customs officers. In most cases of seizure it is not believed by the customs officers that either the senders or the addressees are guilty of wilful violation of law or of intention to defraud ; but they send, or send for, articles, either in ignorance of the statute or with a *bona fide* intention of paying whatever duties may be chargeable. This supposition is borne out by the fact that the New York office receives many small articles, such as trinkets, photographs, handkerchiefs, and such articles of clothing as may be sent from Europe by mail, in which the writer expresses a willingness to pay whatever duties the law imposes.

About 750 sealed packages are annually seized at the New York office after they have been opened by their owners in the presence of the customs officers, and probably not less than four times that number are received at other offices. In an average year almost 25,000 unsealed packages are seized at the New York office and released on fines which are equivalent to the duties, amounting to almost $20,000. The value of uncut diamonds, which are duty free, imported through the mails in an average year is almost $175,000. The first inspector detailed at the New York bureau made some very valuable seizures. The most valuable was a small package containing diamonds valued at $25,000. Another lot was valued at $20,000. There are no such seizures made now, of course.

Methods that have been adopted by would-be smugglers, are ingenious enough. A package from Germany was found not long ago, to contain a small roll of butter. A wire was passed through and an obstruction met with, which proved to be a tin box filled with valuable jewelry. Cakes of soap have been used to send diamonds in. Often the interior of a book is found to have been cut out, leaving nothing but the outer portion and the covers to give it the appearance of a book intact. The diamonds, or whatever it is intended to smuggle, are snugly packed in the cavity. Often persons ordering gloves or shoes from abroad will have the right hand or left hand glove or shoe sent by one mail and the other by the next. The first is held until the other arrives to make the lot complete; and then the duty is collected — in case the seizure is released. A large number of small packages are found to contain wedding cake, which is not held, not being subject to duty. The dutiable and supposed dutiable articles arriving from foreign countries are con-

tinually becoming fewer in number, no doubt because senders and addressees are becoming more familiar with the law.

At the cities along the Canadian border not much smuggling has been detected, and it is doubtful, with the watchfulness of the railway postal clerks, if much is practised. At Buffalo a short time ago, however, it was suspected that sheet music was smuggled into this country through the mails, because of the large number of postal notes returned to the Buffalo office for collection by a music dealer of Toronto; for in one week they amounted to nearly $100. The prices of music in this country have been higher, because the composer has to be paid a royalty; but with the Canadian or English pirate this expense is saved, and with the expense of printing and postage alone to pay he can sell his music for almost nothing. It had been suspected for some time that this contraband sheet music had been smuggled into this country; but to be sure of it was a hard thing. In a large post office the clerks have lists of the copyright publications. But when they are obliged to sort two or three thousand letters within a time already too short for them, they hardly like to stop for the small chance of finding any. At Port Huron, Michigan, much trouble has been encountered with this contraband music. It has frequently been found rolled on the inside of transient newspapers, and in the hurry of this work it was not possible to inspect all of these. Still, the suspicious ones are examined.

The postal officials at San Francisco report that the practice of using the mails for smuggling is not prevalent now; whether because the many ruses employed have lost their novelty, one by one, or because the amount of risk is too great in proportion to the value of the article smuggled, cannot be said. The fact remains, however, that where fifty or sixty seizures a month used to be reported at the San Francisco office, the average monthly number now scarcely exceeds twenty. The peculiar genius shown by the senders of prohibited articles is pretty well balanced by the astuteness of the clerks whose duty it is to ferret them out. About the holiday season the greatest number of confiscations are made. Silk handkerchiefs, silk hose, fans, books, curios, etc., in all guises and shapes, turn up. It is a common practice to place a silk handkerchief in a newspaper, the whole being ordinarily folded and addressed. These handkerchiefs come principally in the China mails; and they seldom reach

their destinations. A veteran in the San Francisco office, who has made a close study of the silk handkerchief problem, says:

"I don't know how it is that I manage to discover handkerchiefs in newspapers. To my mind it appears a sort of intuition that extends itself to the ends of my fingers. I can feel the handkerchief. A newspaper with a handkerchief on the inside seems to have a gritty feeling when doubled or otherwise manipulated in the hands."

It is almost impossible to explain how clerks manage to discover these handkerchiefs. It is done by a sort of intuition. One would have to see a clerk wrestling with a heavy Oriental newspaper mail to enjoy the fullest satisfaction offered by his curious detective art. Probably a dozen handkerchiefs of more or less value are detected in every China mail.

From Germany and France gloves frequently come, and they also are often hidden away in the capacious folds of foreign newspapers; and shrewdly enough, as at New York, the senders frequently send one glove at a time so that, should it be discovered, it may be taken as a sample and allowed to pass; but the wary seizure clerk lays the suspected glove and paper aside quite confident that in the next mail its mate will come — and he is right in nearly every case. The feminine craze for silk stockings, especially those manufactured in the cities of France and other European silk centres, is evidenced by the number of these dainty articles that come through the mails. Very much like the silk handkerchief the stocking declares itself to the fingers of the examining clerk by the gritty feeling of the paper in which it is enclosed.

The recent regulation concerning the importation of books through the mails, by which all books are technically seized, naturally swells the volume of confiscations, although forfeitures of this kind are more or less technical. There can be no criminal intent on the part of senders of books to cheat the Government out of any duty. They never could be disguised in any shape and they are turned over to the Custom House without comment.

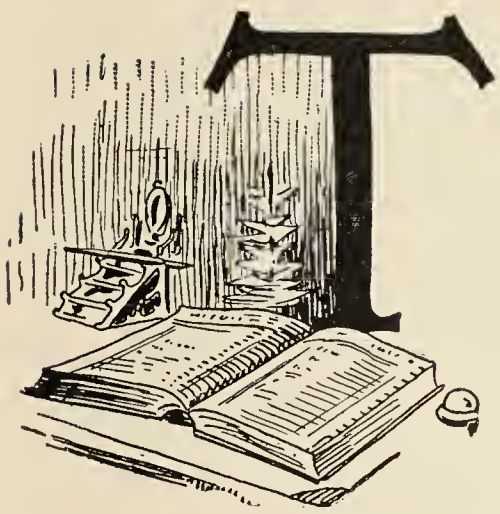
A clerk in the San Francisco office relates an odd incident in connection with the smuggling of a silver cross from Ireland in a Catholic prayer-book. A square hole was cut in the inside of the book from page one, clear through to the last, and in this hole was placed a silver cross of considerable value. The book was closed,

strongly and unsuspiciously wrapped, so that its sides could be plainly seen, and it was thus sent through the mails. When it reached the Registry Division the seizure clerk pressed his fingers into service, and, convinced that the book was not what it pretended to be, the usual "suspected" stamp was placed upon it, and it was turned over to the customs officer. In cases of this kind the deliberate intent to defraud is manifest, and but little mercy is shown.

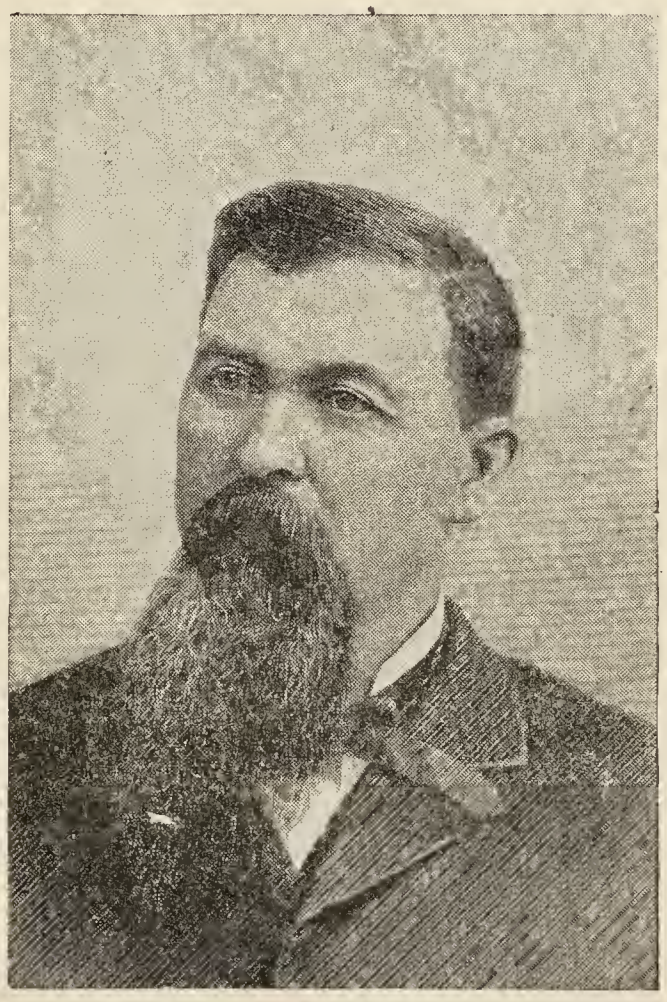
It seems odd that attempts should be made to smuggle mushrooms into the San Francisco office from Italy, but the practice, curiously enough, obtains. The mushrooms are of a peculiar kind, dried and quite relishable by Italian residents. They come in small bags with sixteen or eighteen cents postage attached, and are invariably detected, not, however, by the intuition of the seizure clerk's fingers, but purely through the exercise of his organs of smell, upon which the mushrooms, packed or unpacked, have a very emphatic effect.

But smuggling through the mails is going out of date. The marvelous accuracy of the postal machinery and its grasp upon so many details make practically useless any traffic of this kind. Of all articles attempted to be smuggled through the mails, fully nine tenths are discovered. Forfeiture does not always result. The seizing officers, into whose hands this matter is given, use discretion in dealing with the claims of persons to whom the seized articles are addressed. Persons allowed to depart with the detained articles are carefully instructed to inform the sender of the circumstance, so that the offence may not be repeated. Where it is repeated — and the records are so kept that a repetition may readily be noted — no mercy can be shown.

THE LARGEST ACCOUNTING OFFICE.



THE Sixth Auditor's office and its methods and organization, are of interest to every one of the 230,000 people who have relations with the postal service — and to hundreds of thousands more. This bureau consists of an auditor, a deputy, a chief clerk, ten chiefs of division and a disbursing officer, and about five hundred clerks, and is unquestionably the largest and most important accounting office in the world. In 1891 the total amount of accounts and claims passed upon by the Auditor's clerks exceeded $450,000,000. Nearly 70,000 post offices making quarterly statements of their business submit annually nearly 300,000 separate accounts, and every figure in each is carefully checked and examined in the Auditor's office; and this is not taking into consideration the principal post offices, like New York and Chicago, which render accounts of their business more frequently. From New York City the money order report frequently contains over 80,000 vouchers in a single week. One particular clerk during his service in this bureau has footed over 25,000,000 separate vouchers. Each one of the almost 300,000 accounts must be received, opened,



HON. THOMAS B. COULTER,
Sixth Auditor of the Treasury.

examined, verified, corrected if need be, registered and settled. Almost every written word, and every single figure is scrutinized. Every column is footed, every correction is verified again and again. Every account passes through four divisions, and from the opening rooms to the file rooms through the hands and the vigilant scrutiny of no less than nine sets of clerks.

Until 1836 the accounts of the Post Office Department were kept by that Department itself; but in that year of Jackson's administration Amos Kendall caused to be established the office of the Sixth Auditor of the Treasury, or the Auditor of the Treasury for the Post Office Department, as he is often designated, whose duty it is to receive, audit and file all accounts arising in or pertaining to the Post Office Department. Considered with respect to the duties of the other five auditors of the Treasury, the scope of the duties of the Sixth Auditor is unique and extraordinary. Each of the other five auditors, after auditing the accounts pertaining to his bureau, forwards them, together with the vouchers, to either the First or Second Comptroller of the Treasury, as the case may be, by whom they are received and revised before final disposition is made of them. But the Sixth Auditor has complete supervision and control of the post office accounts without reference to any other bureau whatever. To this statement there is one exception, viz: If the Postmaster General, or any other person, is dissatisfied with the Auditor's settlement of his account, he may within twelve months appeal to the First Comptroller of the Treasury, whose decision shall be conclusive. This exception is, in fact, little more than an apparent one, as cases of appeal to the First Comptroller are of very rare occurrence.

The business of the Sixth Auditor's office has increased in equal steps with the growth of the country. The Sixth Auditor's great force of clerks (which is far too small for the work to be performed, and the condition must become worse and worse, as the country cannot be prevented from growing) are distributed among ten divisions, as follows:

The Examining Division receives and audits the postal accounts of presidential postmasters.

The Book-keeping Division audits the postal accounts of fourth class postmasters and keeps the ledger accounts of all postmasters and contractors and the miscellaneous accounts.

The Collecting Division reviews the postal accounts of fourth class post-

masters, collects balances due from and pays balances due to late and present postmasters; sends every quarter to each postmaster in the United States a statement of his account; has charge of the correspondence in relation to postal accounts and of the final adjustment of said accounts.

The Review Division reviews the postal accounts of postmasters at presidential offices and the accounts for mail transportation and miscellaneous expenses.

The Pay Division has the adjustment and payment of all accounts for the transportation of the mails, both foreign and domestic, and for all post office supplies.

The Foreign Division has the adjustment of postal and money order accounts with foreign countries.

The Inspecting Division is charged with the examination of weekly money order statements and vouchers.

The Recording Division audits the money order and postal note accounts, carries on correspondence in regard to them, and pays and collects balances on these accounts.

The Assorting Division arranges paid money orders and postal notes by states, and post offices and numerically.

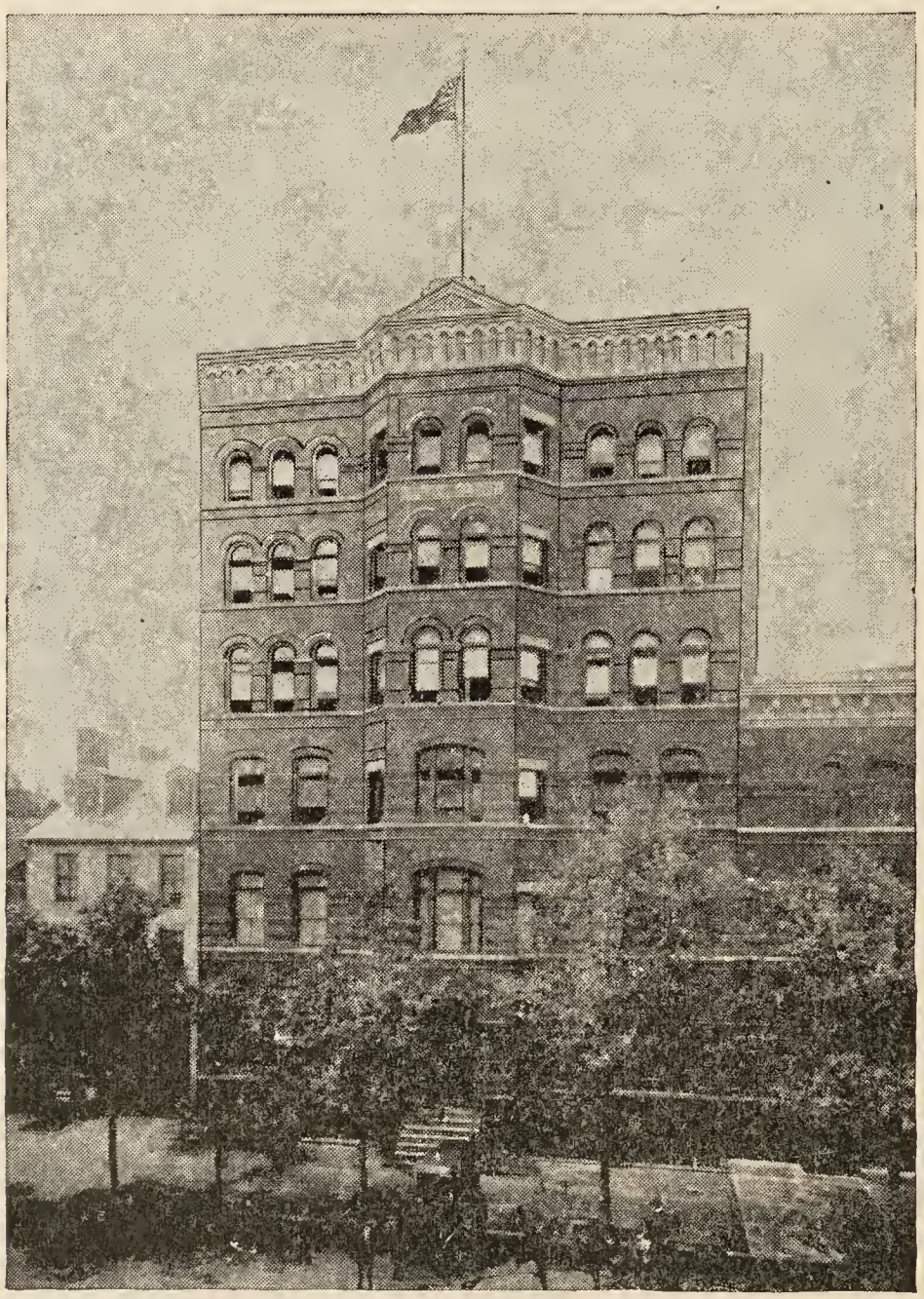
The Checking Division compares the vouchers arranged by the Assorting Division with the statements of the postmasters who issued them.

There are over 67,000 post offices in the United States, and of these nearly 20,000 are money order offices. Each postmaster is required to render to the Auditor every three months an account of the postal business at his office. The postmaster at a money order office, in addition to rendering his quarterly postal accounts, must, if his office is authorized to transact international business, forward to the Auditor every week a statement of his money order and postal note statement. Up to July, 1892, every postmaster at a money order office, whether international or domestic, was required to render his money order account weekly. But the number of such offices has recently been so largely increased that the number of accounts at domestic offices has had to be reduced as noted.

But the vast volume of this business is not confined to the issuance and payment of domestic orders and postal notes. The international money order system has spread over nearly the whole civilized world, except Spain and the Spanish-American States, and Russia. It is certainly a remarkable evidence of modern progress to see a large corps of clerks busy in the settlement of postal and money order accounts with Japan, which only yesterday was hedged in from the rest of the world, or with the isles of the sea, which within the memory of men yet living, were the undisputed dominion

of cannibals and savages. The international business is audited by the Foreign Division, while the domestic business employs the whole force of the Inspecting, the Recording, the Assorting and the Checking divisions.

"Every money order or postal note, wheresoever paid in the United States, ultimately finds its way," one of the clerks said recently, "into the archives of the Auditor's office, unless lost by fire, flood or theft, after payment, and in nearly all cases of such loss a proper voucher is substituted, so that the postmaster gets his credit. The individual who ten years ago cashed an order in the remotest office of the country then in the system can find that order on file to-morrow in the Department, if for any reasonable purpose he should so desire." He adds:



FOR CLERKS OF THE SIXTH AUDITOR'S OFFICE.

"But while all orders and notes paid find their way straight to the Auditor's office, not all do that are issued. If you apply to your postmaster and obtain a money order for fifty dollars, and then carelessly lose it before mailing, or if it is lost in transit, or after being received by the payee, either you or he can apply for and obtain a duplicate from the superintendent at Washington. Thousands of such duplicates are issued and paid every year. But if after buying a money order you should put it into your pocket and then unfortunately get drowned, and your body should never be recovered, the chances are that your heirs, having no knowledge of the order, would never recover the sum. By reason of various accidental causes an uncertain and unknown number of these issued orders and notes is lost every year. It may be

fifty, or it may be five hundred, and at the end of the year the Government is ahead the amount of their aggregate.

"There is a tradition that this surplus, growing greater every year, would now aggregate several millions of dollars, but this is mere tradition. While the accounts will show how many more orders have been issued than are paid in a given year, there is no way for the Department to know what has become of those that are missing, or how many of them will ultimately be presented for payment, either by the original or duplicate. Under the system of examining and checking these vouchers it is next to impossible for any postmaster, were he so disposed, to perpetrate any extensive frauds without being detected.

"The many thousands of money orders and postal notes, for the payment of which a given large office may claim credit in a given week, are not only compared and checked one by one upon the 'paid' side of the statement from the office, but after such comparison and checking they are sorted out by states, and then by offices, just as they were issued from the thousands of country offices all over the land; and then after being still further arranged by numbers, they are compared and checked up against the various postmasters who issued them. The charge upon the 'issued side' of the issuing postmaster's account, and the credit upon the 'paid side' of the paying postmaster's account, for a given voucher, are expected to agree. It is seldom that they disagree for any other reason than the fallibility common to all men. In the many cases in which they do in fact disagree, the necessary credit or debit is entered on the account, and the postmaster is directed by circular to make a corresponding entry upon his next weekly statement."

Most remarkable testimony of the efficiency of the public service, and the almost absolute safety of this popular method of transmitting money, is found in the following statement from a recent report of the Superintendent of the Money Order System:

"All cases of alleged improper payment of money orders are referred to post office inspectors for investigation and report. Two hundred and twenty-six cases of this kind, involving the sum of $6,982, were acted on during the last fiscal year. Post office inspectors recovered in the course of their investigations the amounts of twenty-one orders, or $329.50 in all, and paid the same over to the true payees or owners; in fifty-two cases, in which the orders aggregated $1,416.55, it was ascertained that the claims were not well founded, the orders having been properly paid; the paying postmasters were required to make good to the owners the amounts of thirty-nine orders, in all $951.54, for failure to exercise the degree of precaution enjoined upon them by the regulations as to payment; in two cases, involving $45, in which the issuing postmasters were found to be at fault, they were required to make good the amounts to the owners; the payees themselves, on account of contributory negligence, in two cases, where the orders together amounted to $10.21, were adjudged responsible, and required to bear the loss, and the remitter, for like reason, in one case, was made to sustain it, the amount of the order being $50; while in the remaining twenty-four cases, where the orders aggregated $1,627.08, the Department assumed the loss, the evidence not being sufficient to fix the responsibility upon either of the postmasters, the remitter, or the payee."

The vast number of accounts adjusted and the enormous amounts of money thereby represented are exhibited in the following brief statement for a late fiscal year:

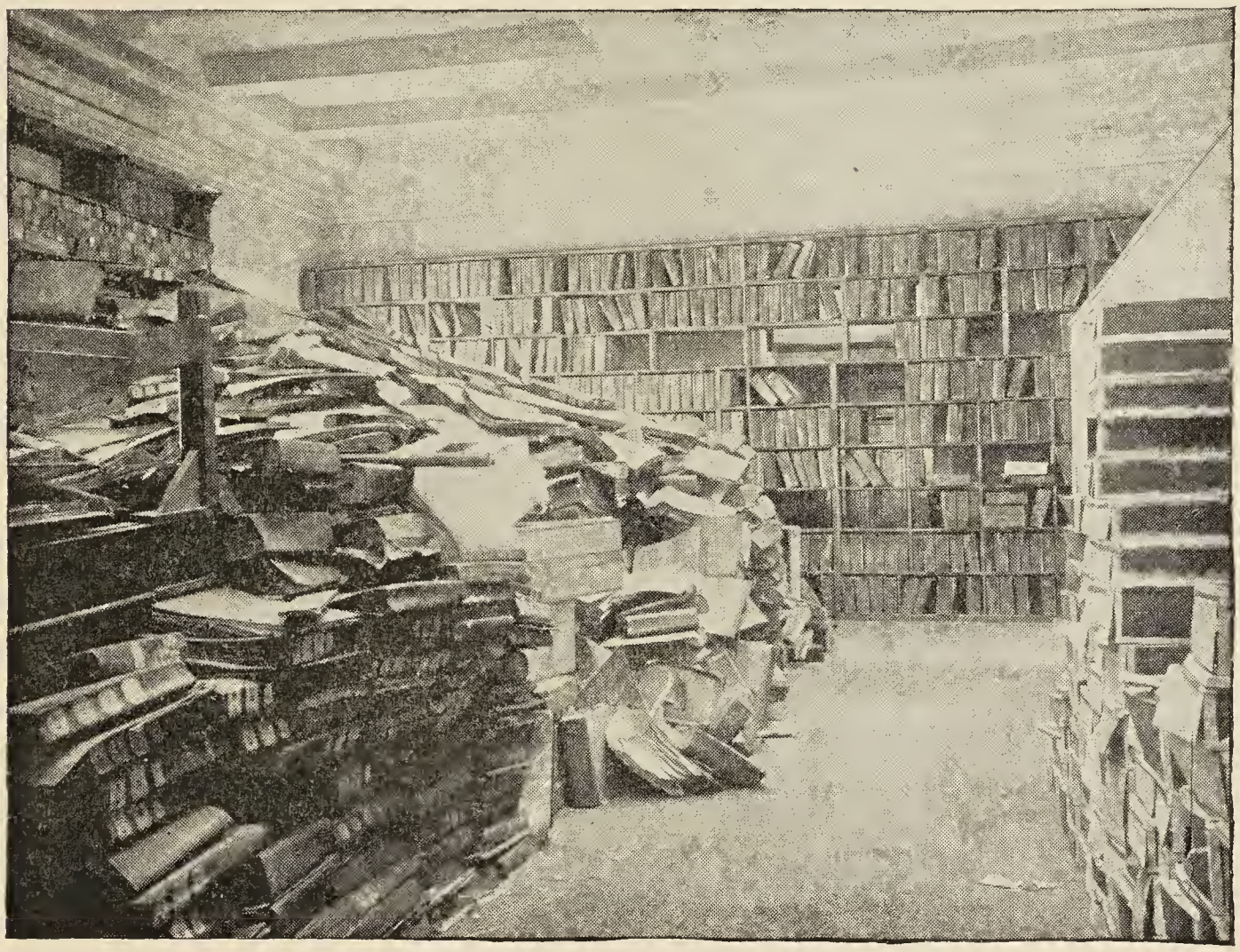
	Number of accounts.	Amount involved.
Postal accounts	249,181	$137,594,249.11
Money order accounts	505,728	280,872,257.34
Railroad companies for transportation of mails	10,367	25,907,133.46
Mail contractors' steamboat service	527	456,220.78
Mail contractors' star service	115,455	5,564,383.11
Ocean mail and consular postal service	178	615,039.17
Mail messenger accounts	29,342	1,052,661.38
Special mail carrier accounts	5,247	47,926.26
Superintendents and assistant superintendents railway mail service and post office inspectors	1,723	343,787.98
Miscellaneous accounts	1,599	1,811,080.23
Total	919,357	$454,264,738.82

In addition to all this work the office mailed during the year 332,883 letters, statements, etc., 12,438 Postmaster General's drafts in payment of balances due present and late postmasters and 8,145 auditor's drafts to collect balances due the United States.

The date on which each postmaster's postal account is received is immediately stamped on the outside of it. A case occurred within the past year which exemplified the usefulness and necessity of this seemingly trivial act. A postmaster in Texas had sustained the loss of a large amount of stamps by fire or burglary, but he neglected to make a formal claim for them with the Assistant Attorney General for the Post Office Department within six months, as provided by law. In due time he was called upon by the Auditor to make good the amount. He replied that he had made his claim in one of his quarterly accounts, giving the quarter. His account was gotten up and his statement found to be correct; he had claimed credit therein for the amount he had lost. The question then arose: Had he made the claim within the six months, as required by law? Reference to the stamp on the outside of the account showed that by a narrow margin of a few days the account had been received within the prescribed period. On this evidence the claim was held to be a valid one.

If the account is that of a presidential postmaster, it is then turned over to the Examining Division. The corps on this division

is divided into different sections; one section passes upon the vouchers and correspondence relating to letter carriers and the miscellaneous expenses of the Free Delivery System; another upon vouchers for railway postal clerks and the miscellaneous expenses of railway transportation; another upon the miscellaneous items of expense, from rent of post offices to an allowance for "cat meat." These various details having been thoroughly examined and corrected, the account is then fully stated and balanced, the proper record



OLD ACCOUNTS CURRENT.

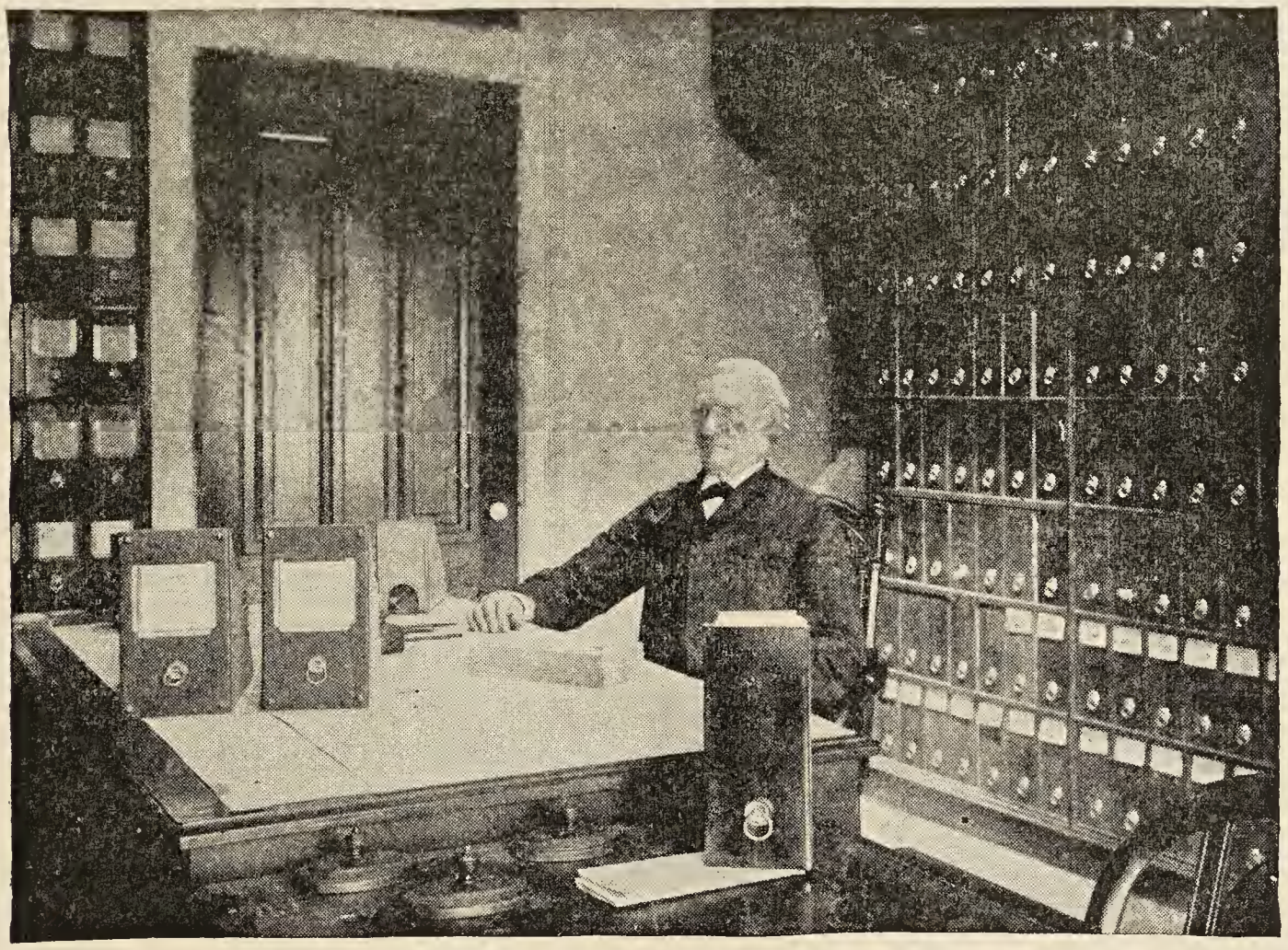
made on the books, and the account forwarded to the Review Division. This division carefully scrutinizes and reviews all the vouchers, additions and computations, and if everything be found correct the account is sent to the Book-keeping Division. Here the account is again reviewed and then posted upon the ledgers of the bureau. After this the account is turned over to the Collecting Division. In the Collecting Division (if the account shows no balance) an official postal card is at once sent to the postmaster, advising him of that fact; if it shows a balance in his favor or a balance due the

United States, a statement clearly explaining the items making up said balance with instructions for his present and future guidance is sent. The account is then filed in the archives of the office. The account of a fourth class postmaster is treated in like manner, except that it is audited by the Book-keeping Division and reviewed by the Collecting Division.

When a postmaster retires from office, his account is finally adjusted by the Collecting Division. If the final audit exhibits a balance due the late postmaster, a Postmaster General's draft drawn in his favor on the postmaster at some large office is remitted to him in payment thereof. If the account on final audit shows a balance due the United States, a collection draft therefor is drawn upon him in favor of some postmaster. If neither he nor his sureties will pay the draft, it is recalled, and certified copies of the accounts, vouchers and necessary papers transmitted to the solicitor of the Treasury, under whose directions suit is instituted against the principal and his sureties. The United States Statutes provide that, in order to hold a postmaster's sureties, suit must be brought within three years after the close of the account.

So enormous is the quantity of work in this office that until the last two or three years it was all that the Auditor could do, where a postmaster or late postmaster owed a balance to the United States, to notify him of that fact and demand immediate payment. This summary method of collection was stigmatized by many postmasters as a "stand and deliver" method. But the system of keeping the accounts has been so much improved and the force of clerks so judiciously distributed that complaints of this kind are heard no more. Some one has suggested that before postmasters are appointed an educational test be given to them, and their knowledge of business and accounts examined into. This proposal has been declared impracticable; but the present Auditor, Hon. Thomas B. Coulter of Ohio, has by an admirable system of printed statements and instructions accomplished more in the direction of fitting postmasters for their responsible positions than any other scheme could well be devised to do. Their errors are clearly indicated to them and they are enjoined to be prompt, careful and accurate in their dealings with the Government. Since the inauguration of this system, a wonderful change for the better has been made apparent.

In addition to the business growing out of the quarterly accounts current and the money order statements, a third grade branch of the business coming to the Auditor's office (to quote again from the above authority), is comprised in the accounts of the great army of mail contractors, mail carriers, and mail messengers scattered throughout the country, including all who have to do with the transportation of the mail; from the enormous business done by the great railroad and steamboat lines down to the most insignificant



THE VETERAN CLERK AMONG THE ARCHIVES.

star route in the remotest portion of the country. All business pertaining to this branch of the service is settled by the Pay Division, so named from the fact that it is from the quarterly statements here made up that the Postmaster General takes his data in making up his warrants upon the Treasury for the payment of these contractors, carriers and messengers.

These warrants, after being verified by the clerks of this division, reviewed by the Review Division, registered by the Book-keeping Division, and countersigned by the Auditor, are returned to the proper official of the Post Office Department, by whom they are

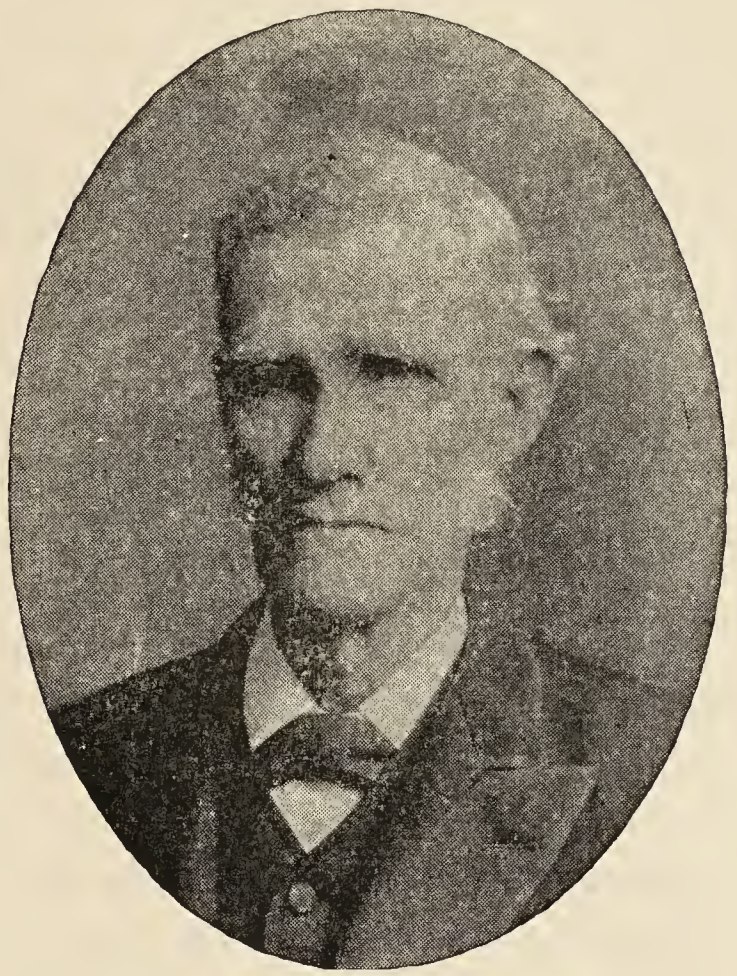
mailed to the parties in interest. During an average year this division settles accounts with railroad companies, steamboat lines, star route contractors and sub-contractors, steamship lines, mail messengers, special mail carriers and miscellaneous creditors, to the total number of 150,000, upon which settlements is paid out from the Treasury the sum of over $30,000,000. In the Book-keeping Division, in addition to the ledger accounts with postmasters, are also kept over 7,000 mail contractors' accounts, embracing almost 20,000 mail routes, and altogether filling one hundred and twenty or more large ledgers, and requiring during the year more than six hundred thousand entries. In an average year this division registers and passes over 100,000 Postmaster General's warrants, amounting to more than $30,000,000.

The very smart are continually writing to the Postmaster General, or directly to the Sixth Auditor himself, to point out errors in their accounts. The clerks of this immense bureau are not infallible; but almost invariably the irregularity is with the complainant, as he is very soon informed in a manner so explicit that he cannot longer misunderstand. The oldest clerk cannot recall an instance where the Government has lost a dollar, or a postmaster been finally wronged of a penny, by a mistake emanating from this office. A band of fellow Templars, among whom was an important Ohio postmaster, called on Judge Coulter once, just to see the postmaster convince the Auditor that the Government owed him a penny — just a penny, which, of course, he didn't care for, except to illustrate a great underlying principle of justice and business exactness. The postmaster was convinced, as soon as the papers could be called for, that the Government was right; and his little excursion into the mysteries of auditing had cost him $14 within an hour after he had told the story.

Then there is the funny postmaster, who either tries, or does not try, to be so. Judge Coulter tells an amusing story of his experience with the postmaster of a small office in Georgia. His quarterly report was overdue, and a notice was sent to him requesting that it be forwarded. Nothing was heard in reply, and about two weeks later another more personal and more emphatic notice was sent from headquarters, stating that the report must be sent immediately. Still no answer, and about two weeks later the Auditor himself wrote a very

strong letter, telling the postmaster that unless the reports were immediately received, his name would be reported for dismissal. To this was received the following answer by return mail:

Dear Sir: I have received all of your previous letters regarding some reports you desire from this office, and I would have you understand, sir, that they have annoyed me very much, and further I will say that you need send no further communications whatever to me concerning those reports, as I don't intend to waste any time on anything of the kind or send any —— reports to Washington until I get through cutting my hay.



REV. MATTHEW A. TURNER.

The veteran clerk of the Sixth Auditor's office is Rev. Matthew A. Turner. His term of service covers forty-three years. Mr. Turner is a direct descendant of Robert Turner, who came to this country with William Penn and was a member of Penn's first council. This early ancestor purchased a farm in Oxford Township, Chester Co., Pa., where the old homestead still remains in possession of the Turner family. Matthew A. Turner entered the ministry and became a member of the Baltimore Conference of the M. E. Church; but after a few years' service he retired from active work owing to failing health. In the administration of General Taylor, Mr. Turner was appointed to a clerkship in the Sixth Auditor's office, and there for nearly thirty years he has had charge of the archives. He enjoys the esteem of all his associates, who, on the fortieth anniversary of his connection with the office, presented him with a gold-headed ebony cane.

THE WOMEN OF THE DEPARTMENT.



HE Post Office Department proper is full of interesting people. In the later days appointments are made only after examinations, and your clerk comes out like a straw that is drawn, — though the supposition is that the straw is the longest and the best, for that has been the purpose of the examinations. The old-time ways, when persons were appointed upon influence, when characters who had seen better days, when notable women bravely and without regret went to work for a living, have passed out of mind. But many of these remain, and the Post Office Department, or any other, would be dreary indeed without them. The labors of the Department clerk are pleasant. He goes to his desk at nine, has half an hour for luncheon, and comes away at four; or if the weather is particularly hot, he is released at three. He is entitled to thirty days' "leave" during the year, and if he is really sick, and is obliged to stay away from his work, his pay is allowed to go on for a reasonable time. He is liable to become encrusted with precedents and forms, if his service is too much prolonged; and business men have said that it was a positive objection that an applicant for work should have been employed in a Government bureau. This is mistaken reasoning, probably, for the Department clerk is unsuitable for active outside business, not because of his lack of capacity, but rather because of his lack of courage to give that capacity a real trial. He is very comfortable where he is. He hesitates to flee to dangers that he knows not of.

Men in the Government employ earn all the way from $900 to $1,800 annually, and now and then one becomes a chief of division at $2,000 or $2,200, or a chief clerk at $2,500. They are not dislodged much by the advent of Democratic or Republican presidents,—

nor much for incompetency, either. The women earn nearly as much as the men. They fill places where skill, diligence and tact are required, as well as the men do; but they have not been put in places of command much yet, and many appointing officers who want clerks, and especially stenographers and typewriters, prefer men, and call for them from the Civil Service Commission, because it is not so easy to ask a women to work after hours, or to go to another room of an errand; nor may one always smoke in the same room. The records of the Civil Service Commission show that about a sixth as many women as men are called for for appointment.

It is still a somewhat common belief that places in the Government service may be had simply for the asking; and especially is it thought that any member of Congress or any Cabinet officer may provide for relatives and friends without particular effort. Nothing is more untrue, nothing very much more tragic. The places of responsibility in the departments are filled by important political adherents of one party or the other, as the case may be. All clerical positions are filled simply and solely by examination. The posts of watchmen and messengers, charwomen, and that, are filled by appointment by the head of the department; and if it is true, as it is, that all this work is disagreeable in the extreme (and avoided by many because it is thought to be menial), it is also true that hundreds, thousands, even, of people apply for these places so urgently that they are always filled and others are on the ground waiting for the first vacancy, which, really or by inference, is promised to them.

Postmaster General Wanamaker early discovered that the departmental force was encumbered somewhat by the lazy, and a good deal by the superannuated and unfit. He pointed out that it was not humane to remove clerks who had done efficient service, however dimly in the past that service had been; nor was it to be expected that a civil pension list could be voted, nor was he prepared to say that that was desirable. But he did insist that so long as the departmental force could not be increased by Congressional allowances, and so long, too, as enormous amounts of work were expected from these same forces, the only logical scheme was a definite plan of promotions for merit and of retirements for demerit; and he advocated not only examinations for entry into the service, but examinations at stated periods, both physical and mental, for retention in the

service. He devised his general scheme of promotions everywhere in the Department, in post offices and in the Railway Mail, for merit, and that alone, after examinations which really examined. This scheme filled vacancies in the higher positions, not by direct calls upon the civil service examiners for inexperienced clerks who had been examined for no special places, but rather by promoting or transferring to these posts clerks who had already proved their value to the service.

But why discuss the clerks in general, or the men simply, when the women of the Department are so much more interesting? They are good and true, supporting their mothers or their boys, proving every day by their labors and their cheery faces that the world is good enough for them. There is one, perhaps, who meddles in the politics of her division (or of the country), or causes comment at the seashore, or walks in the corridors and talks to men; but it is not one in a hundred, and all the rest work very demurely, purifying the rooms they work in, benefiting the men they work with by their presence simply. They are the kind of women a son or a brother likes to respect and love.

The translator in the Money Order Office is a woman who was appointed from Louisiana, under President Garfield, to a $900 clerkship in the Dead Letter Office. After one year's service she was transferred, with a promotion, to the desk of translator in the Money Order Office, and she has earned successive promotions, until she now holds a $1,600 clerkship. She enjoys the distinction of being the only woman in her division, which numbers fifty clerks. Her duties embrace translations of communications from foreign countries with regard to international money orders, and also general correspondence on the same subject. A prolonged residence on the continent of Europe enabled her thoroughly to master French, German and Italian, and since her appointment she has added to these Spanish and the Scandinavian tongues, which she found to be of use in her work, as, in accordance with international etiquette, in corresponding with foreign countries, each country employs the language of its own nationality. In addition to the translations, this lady has assigned to her much work of a miscellaneous character, involving the correction of errors in international money orders, deciphering doubtful addresses, and the adjustment of the money order accounts with

foreign countries of differences in amounts; and she has been able to master the intricate details of the international money order system so well that, during the temporary absences of the chief of that section, she is invariably put in charge of it.

The gentle little woman in the Foreign Mails Office who engrosses the postal treaties made between this country and foreign nations is Scotch by birth, and the widow of a Southern clergyman. She was educated in France and Germany, and speaks the language of each country like a native. In addition to her other work, she makes up and examines the accounts for carrying the mails between this and foreign countries. She is thought by many to be the finest penman in the Department.

One of the clerks in the Office of Foreign Mails in addition to being an English scholar far above the average, speaks French and German. She is a Southern woman by birth, a great reader, and well versed in all the important topics of the day. This lady is a widow with two bright daughters, for whom she is providing a professional education in music and art. Her work consists of translating complaints coming from the central post offices of foreign countries where French, German, Italian and Spanish are spoken, making out vouchers for the payment of the various steamship companies which carry the mails, and other miscellaneous work in connection with the office.

The clerk who assists the statistician in the office of the Second Assistant General is a tall, fine faced girl, who passed the civil service examinations and was appointed to the Post Office Department while yet in her teens, a graduate of the Normal Schools of Philadelphia. In recognition of her faithful service she has been promoted from time to time until she now receives $1,400 a year. She is one of the few women in the Department whose work deals altogether with figures. This is very trying to the nerves, but this lady likes it and says she feels like a walking abacus. She prepares the statistics of star and steamboat service for the yearly and monthly reports, the latter showing the increase or decrease in the annual rate of expenditures, length of routes, extent of service and miles travelled throughout the United States; the yearly report giving number of route, annual rate of pay of contractor and sub-contractor, length of route, number of trips per week, number of miles travelled per week, and

number of miles travelled per annum ; prepares certified copies of any papers that may be needed in law suits or by Congress in connection with the service. All this requires brains.

The clerk in charge of the Postmaster General's "journal" is a widow with five children, all of whom she has educated and fitted to fill responsible positions in life. She was first appointed to the Dead Letter Office in 1876 where she remained for eight years, dur-



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ing which time she filled various places in the property and minor branches. She was subsequently detailed to the Bond Division and afterward transferred to the position which she now occupies. Her work consists in recording in large journals, of seven hundred pages each, the Postmaster General's orders, which vary in length from ten lines to twenty pages, and contain all appointments of postmasters, establishments of new post offices and free delivery offices, appointments of letter carriers, orders from the Office of Foreign Mails in

regard to the transportation of mails to and from foreign countries, and all orders authorizing expenditures in the postal service which originate in the Salary and Allowance Divisions. The orders for the appointment of railway postal clerks and other employees in the Railway Mail Service have been until recently recorded at this desk. From five to six of the big seven hundred page journals above mentioned are filled in one year. This work was formerly in charge of men, but this lady has given entire satisfaction from the time of her appointment five years ago.

The clerk in charge of the Postmaster General's letter books was appointed in 1881 on the request of President Arthur, for she was bridesmaid at his wedding. Her work consists in copying letters signed by the Postmaster General from the press copy books into permanent record books, and indexing each letter under several headings according to the character of the contents, persons addressed, subject matter, date, volume, etc. She also has the custody and arrangement of certain miscellaneous papers, circulars, and data relating to visits to post offices and inquiries originating in the Postmaster General's office. She has been twice promoted for painstaking work. Her friends, it is not too much to say, love the sight of her benignant face.

The clerk in charge of the *Postal Guide* work, the stenographer and typewriter to the First Assistant's chief clerk, is the only woman who has ever held that position. Her education was had in Europe, where she spent eight years studying music and painting, besides French, German, Italian and Spanish, in which languages she passed civil service examinations at a high grade. She was appointed a translator in the Bureau of Foreign Mails at a salary of $1,200 a year and subsequently transferred to the First Assistant's office and promoted. Her work requires precision, adaptability and patience. Besides keeping daily records of the new post offices gone into operation, changes of names and sites of post offices as well as discontinuances of them, for publication in the monthly supplement to the *Guide*, she prepares the data for the yearly *Guide*, which includes an alphabetical list of the 68,000 post offices in the United States, giving county and state in which each post office is located, a list by states and counties, also alphabetically arranged, and one by counties; an alphabetical list by states of the 3,000 presidential

offices, giving counties and salaries; the designation by typographical signs of all money order offices, international and domestic; postal note offices and county seats, and the various tables giving lists of states and territories and the official abbreviations of the names of the same, and number of post offices in each state and territory during the last seven years respectively; and the number of post offices by classes. She reads proof, and corrects errors in previous editions by searching the records in the various branches of the Department. The amount of labor involved in this work may be imagined if one thinks simply of the details connected with the establishment of new post offices at the rate of nearly one hundred per day.

The stenographer and typewriter to the Assistant Attorney General is a young woman who passed the civil service examinations and was first appointed stenographer to Postmaster Ross, at Washington; and she was subsequently transferred to her present position. She has the custody of the reserve files, and takes the correspondence originating in this office relative to the legal questions and decisions in connection with lottery circulars, green goods and other fraudulent matter passing through the mails; letters for the signature of the Postmaster General, allowing or disallowing, as the case may be, claims of postmasters for loss of stamps, money orders, or other postal funds by fire or burglary; rulings on the admission to the mails of certain books, pamphlets and other prohibited matter; contracts for ocean mail service, and other miscellaneous legal documents.

A section clerk in the Bond Division is a very sweet young woman who was first appointed to the Equipment Division and afterwards transferred and promoted to her present position. She was educated at Notre Dame in Washington. She is one of the five clerks whose duties consist in forwarding and examining the bonds of postmasters at fourth-class offices. After a case appointing a postmaster at an office of the fourth class has been duly signed, entered upon the books of the Appointment Division and the journal of the Postmaster General, it is sent to this division where the section clerk enters the same on the proper records (namely, county book, bond book and index book) and forwards the postmaster a letter of appointment, a blank bond accompanied by a set of rules to enable him to execute it properly, and a clerk's oath and an assist-

ant's oath. There are cases to be treated for change of name and site, or both, and for discontinuances of post offices. The bond sent to a postmaster is partially filled out by a clerk so that the postmaster has little more to do than sign his name, yet a great quantity of them must be returned because this is not done correctly. The work is apportioned among these six clerks according to states and population, and there is a county book for each state. When the bond is returned by the postmaster it is examined by the section clerk, and if found to be incorrect, it is returned for correction accompanied with a circular or manuscript letter, according to the exigency of the case, indicating the error. The greatest care and minutest scrutiny is required in this examination. If correctly executed the bond is initialled by the clerk, marked in the books as commissioned, sent to the First Assistant for signature and then to the commission clerk who forwards the commission, and entered by the report clerk upon the different reports for the use of the Contract Office, Stamp Division and Auditor's office, the Equipment Division, and for publication in the *Daily Bulletin* and *Postal Guide*. The bonds are finally returned to the section clerk who files them alphabetically according to states.

A woman performs the work of section clerk in the Appointment Division. She was appointed, after having passed a successful civil service examination, to a position in the Interior Department, at a salary of $900, and was afterwards transferred to the Post Office Department, under Mr. Dickinson, and designated section clerk in charge of the desk to which were assigned the post offices in the states of Missouri and Wisconsin. She was promoted in 1889 to a $1,200 place. To facilitate the clerical labor of the Appointment Division the states and territories are apportioned among fifteen clerks. The desks to which these assignments are made are known as section desks. It is the duty of section clerks to receive all papers referring to post offices in their states. The papers are briefed and enclosed in "jackets" representing the office to which the papers belong, so that, whether the communication refers to a new office wanted, or an old office to be discontinued, to a change of name or location, or to any complaint affecting the postmaster, the paper may be immediately obtainable. The work of a section clerk calls for intelligence and tact; all data of special importance must be noted so as to secure

the Department against a wrong conclusion. The clerk must be able to answer all questions promptly as to papers regarding any controversy among rival aspirants for appointment, as also, the status of an applicant for appointment as postmaster, so far as letters of recommendation or petitions or protests may indicate. It has been a custom of those interested in mooted cases to apply directly to the section clerk for information. The latter must be able, therefore, to give any information requested, if it is proper that such information should be imparted; and there the judgment is required. Two women have thus far been designated as section clerks in the Appointment Division.

The clerk in charge of the Returning Division of the Dead Letter Office is a woman who has been twenty-eight years in honored service. She was appointed by Postmaster General Blair at a salary of $480 a year, and has been promoted from time to time until at present she is receiving $1,400. Her mother was a direct descendant of Governor Bradford of Plymouth, and her grandfather was a president of Harvard College. Her father, who was an officer in the army, educated this lady for a teacher. After his death she supported her widowed mother for many years. She has educated two of her nephews and is now preparing another for college. Notwithstanding her many years of clerical duty, she is wholly domestic, and as thorough and exact in these homely duties as in her work in the office. She says that at the time when she was appointed the Department was like a large and well-regulated family; and she was personally and socially acquainted with the Postmaster General, and the assistants and their families. She has at present about thirty women in her division, but at one time, before the reorganization of the office, on account of increased business, she had over one hundred. Her duties consist in distributing, among the clerks in her division, the packages of letters that have already been opened and separated from those containing valuable enclosures. It is the business of the clerk to whom distribution is thus made to examine these letters for any clue that may enable them to be returned to the sender. Those containing printed circulars, and such as do not disclose the name and address of the writer, are put into sacks and stored in the basement daily, and finally sold to the junk dealers. Formerly they were carried to the paper mill where, under the supervision of an inspector of the Department

they were made into pulp. It is also the chief's duty to make a daily report to the superintendent of the work of the division, and to keep a separate record of the work of each clerk, giving the number of letters treated, the number sent to other divisions for treatment, the number returned to senders and the number discarded as waste paper. She gives instructions, too, as to the manner of treatment. Those written in foreign languages are entrusted to special clerks who have a knowledge of the language in which the letter is written. She is universally loved by all whom she has "graduated," and she has proven her qualifications to exercise authority by the rare endowments which she brought to her work.

The woman in charge of the Foreign Division of the Dead Letter Office was appointed in 1886, and assigned to the duty of returning letters written in foreign languages to the writers; and in addition of translating official communications, exchanged between this Department and foreign countries, for the bureau to which she was attached. She was soon assigned to the charge of what was then called the Foreign Branch, which has since grown to such dimensions that it forms a division of itself. There are at present five clerks, all women, engaged in this work of returning to the country of origin unclaimed foreign letters which have been sent to the Dead Letter Office for treatment. They average about 38,000 per month. The number of pieces treated in the year 1891–92 was over 900,000. Another branch of the work, "blind reading," consists in redirecting and forwarding to destination, misdirected or illegibly addressed letters of foreign origin, which have already been treated by experts at the larger post offices without success. These average 6,000 per month, about ten per cent. being corrected and forwarded. To do this work a knowledge of foreign languages is necessary. One must be versed in all the Latin as well as the Germanic languages, and have some acquaintance with the Russian and Slavonic. An intimate knowledge of geography and of the postal regulations of the different countries is also essential. That she possesses these requisites in an eminent degree is happily attested by her successes. She is one of the hardest workers in this vast, always busy place, and so devoted to her duties that she never hesitates to come before or remain after office hours.

One of the Dead Letter Office clerks engaged in the treatment of



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domestic misdirected letters was formerly a teacher in the public schools of Massachusetts, her native state. She passed a very creditable civil service examination and since her appointment her services have been utilized in various branches of the work of the office. Misdirected letters belong to what is called the "live letters"; they have never become "dead" by lying in post offices of destination uncalled for. The error in the address may generally be attributed to two causes, ignorance and carelessness. In many instances they are addressed with phonetic spelling by foreigners or others who have little or no knowledge of the orthography of the English language. Special adaptation is necessary for this work, besides a large fund of general knowledge. One must be well informed as to the names of the principal post offices in this and foreign countries, and have some knowledge of the names of the streets and the numbering of the houses in the larger cities, while the names of colleges, schools, hotels and large business firms must be familiar. A knowledge of the languages, be it ever so slight, is of great assistance.

The clerk in charge of the museum of the Dead Letter Office is the only one left of the original seven women appointed to the Post Office Department thirty years ago. She is called the mother of the Dead Letter Office. This good lady is remembered by many a soldier whom she nursed in the war, for she devoted her whole time out of office hours to nursing in the hospitals in Washington. She was first appointed at a salary of $480 a year, and is now receiving $900. On the twenty-ninth anniversary of her appointment her fellow clerks presented her with an onyx clock and an engrossed testimonial of their love. While her immediate duties are those of a returning clerk, she is enabled to explain to visitors many of the details of the work of the office, show them the objects on exhibition and answer their hundreds of questions. The album of soldiers' photographs, gone astray during the war, is particularly appropriated to her.

The only woman permanently employed in the Money Division of the Dead Letter Office was appointed from New York by Postmaster General James in 1881. Having had five years' experience as a school teacher, she was able to adapt herself readily to clerical work. It is her duty to record, and return to the senders when

possible, such letters as have been opened and found to contain money. She is required to receipt for all money letters received by her, and is held responsible for them until they are turned over to the Mailing Division at the close of each day. The records show a complete history of each letter handled, and can be quickly traced from first treatment to final disposition. If a letter contains the faintest clew to the identity of the writer, it is sent under cover to the postmaster at the mailing office, together with careful instructions as to the delivery of it. About ninety-five per cent. are delivered by this means. The largest amount which she has yet found in a single letter is $1,000, but a letter containing one cent receives the same careful attention, and equal effort is made to discover the owner. About $50,000 in money is restored to the senders of letters each year, and the accounts are kept so accurately that in all the period of this woman's service, not a cent of the thousands passing through her hands has failed to be properly accounted for. Never since her appointment has she failed to report for duty at 9 o'clock, save once, when an accident caused her to be delayed eight minutes, nor has she lost an hour on account of illness in a service of ten years. It is believed this record cannot be equalled in the entire Department. This lady has been twice promoted. Her present salary is $1,200 per year.

In charge of the Minor Division of the Dead Letter Office is a woman who has worked there over twenty-five years. She is from Massachusetts. She was appointed in 1865 at a salary of $600, and her executive ability attracting attention, she was put in charge of what was called the "held for postage" branch, and her salary increased. So successful was her arrangement of this work that other branches were added to it, until now as chief she has charge of what is called the Minor Division, where are treated all letters containing photographs, stamps, valuable papers,—such as receipts, passports, manuscripts, etc.,— and all misdirected, fictitious, unaddressed, hotel and held for postage letters without valuable enclosures received from the Unmailable Division. This lady was largely instrumental in opening the higher grade of clerkship to women, and has been promoted from time to time in recognition of her valuable services, until she now receives $1,400 per annum. So comprehensive is her grasp of the details of the office that she acts

quickly and decisively, no matter what difficulties she encounters. While a strict disciplinarian, she has the welfare of her clerks always at heart, esteeming them for their industry and refinement. Her duties consist in distributing the work according to its nature and the necessities of the moment. She keeps the various reports as to letters returned by each clerk to writers or to other divisions, those destroyed and those filed, those filed or destroyed which, after having been sent out, fail to reach the writers or addressees and have been returned again, Canadian letters and jacket-searches — one sent daily to the Superintendent, the other a daily and monthly report for the records of the office, all of which are kept under different headings, such as photographs, stamps, miscellaneous, misdirected, hotel, etc., foreign short-paid, lottery, and those mailed; and all must tally with the lists as made at the "opening desk," the amount of labor performed by each and every clerk and the record of attendance, ability and efficiency.

One of the clerks in charge of photographs in the Minor Division of the Dead Letter Office is a most interesting brunette, who takes great pleasure in her work and is always ready to explain to visitors anything in connection with it. She graduated at the high school at her home in Michigan with the highest honors of her class, passed a very creditable civil service examination, and has been promoted since her appointment less than two years ago. Over thirty-eight thousand personal photographs were received in this division during the last year, of which more than thirty-two thousand were returned to the senders. The remainder are filed in cases to be returned to the owners if called for. Of these the greater number have been forwarded to the persons addressed and, not being called for, were advertised, after which, being unclaimed, they were sent hither. A small portion are unmailable for various reasons, lack of postage or address, or of sufficient address. Many packages addressed to foreign countries are detained at the New York post office or other exchange post office for insufficient postage, package rates having been paid, whereas letter rate is required. These are afterwards forwarded to the Dead Letter Office, and if it is impossible to return them to the sender, the person to whom they are addressed is notified of the amount of postage due, and upon his remitting the same, the package is forwarded. A daily record is kept of all photographs received.

Another clerk in the Minor Division of the Dead Letter Office is also a bright brunette. Her work in this division is the treatment of "live" letters in contra-distinction to the ordinary dead letters. Dead letters, properly speaking, are those which have been duly stamped, properly addressed, etc., but are unclaimed at the office of destination. "Live" letters, on the contrary, are those mailed at the various post offices and sent to the Dead Letter office as unmailable, either for lack of necessary postage, misdirection or insufficient addresses. They are accompanied by lists explaining cause of no transmission and opened at the "opening table" and distributed. Those found to contain nothing of a negotiable character are sent to this division and either sent to the writer or destroyed. Certain marks, thoroughly understood by the initiated and showing the disposition of every one, are made on the lists, which are filed for future reference. The letters are then examined and those to be returned are made up in packages of fifty each, passed to the returning desks where they are separated, and then returned to the writers. This division bears the distinction of being wholly composed of women; and the work is especially adapted to them.

A clerk in the Returning Division, a most refined young woman, passed the civil service examination at Lincoln, Neb., as copyist and stenographer, and was appointed as clerk and promoted shortly afterward. She treats about eight hundred and fifty letters per day, returning about forty per cent. to senders. Aside from this she is repeatedly detailed as stenographer and typewriter to the chief clerk or the Superintendent. This is the division, where, as in the case of all the others, it is not the duty of clerks to read all the letters received (they have been asked, indeed, if they are required to answer them), and where, as in all the others, the only interest the clerk feels in the letter is to know if it contains sufficient clew to warrant its return. More letters in proportion are received in this branch from the Southern states than from any other quarter, probably on account of the preponderance of colored people; but a greater per centage of these are returned, as they are more careful to sign their names in full.

The assistant chief in the Returning Division of the Dead Letter Office passed civil service examinations at a high grade, and by competitive examination has since been promoted twice. Her office

record has been exceptionally good, as she has never been late and has lost no time through illness. She early developed great aptitude for reading difficult signatures and postmarks, and made the largest daily average of letters returned for several years, until in 1888 her efficiency marked her as peculiarly fitted to take entire charge of the Returning Division of thirty clerks during the absence of her chief. Thus she became assistant chief. She has performed the duties of this position with great tact and executive ability, for four consecutive years. As assistant her duties are to record daily the number of letters distributed to each clerk, to revise and correct the individual monthly reports of the letters treated, to instruct new clerks, to send out official mail (that is, dead mail containing important legal papers not recorded) and to sort and send out wrecked and robbed mail. She is a kindergartner by profession, holds a diploma as a proficient Sunday school teacher from the Chautauqua Assembly, as well as one for the four years' college course, is a teacher in the Sunday school, and the support of a widowed, invalid mother. Her father was a naval officer and her grandfather an officer of the Revolution and a relative of William Cullen Bryant.

A clerk in the Returning Division, a pretty and interesting widow, has a fine son whom she is affording a business education. She comes from an old, aristocratic family of Pennsylvania. Her father was a prominent politician and a general on Governor Curtin's staff in the wartime. She was appointed a clerk in the Dead Letter office thirteen years ago upon the recommendation of President Harrison, then a senator from Indiana. Her daily average of letters forwarded to writers is over three hundred and twenty-five, and her record for attendance has been exceptionally good. She is noted for her sweet disposition and her readiness and capacity to assist at any of the desks.

A woman clerk in the Returning Division was educated in the public schools of Missouri and passed the civil service examinations, making the highest average from her state. She has since passed the departmental examination and been promoted. She examines between seven and eight hundred letters daily, returning an average of over three hundred. Two hundred and fifty is considered a fair day's work. She is a faithful, conscientious clerk and a devoted sister as well, as she is educating a younger brother. Her obliging

disposition makes her a general favorite with her superior officers and fellow clerks. Her work requires application and quickness of intuition, qualities which she possesses in a marked degree.

A Massachusetts woman, now a clerk in the Bond Division, was one of the most rapid and at the same time most thorough and conscientious clerks in the Dead Letter Office. She is a graduate of the Normal School at Salem, and for seventeen years was a clerk in the Boston post office, where she served in the general delivery and inquiry divisions with such credit that she received two promotions. She is quick and accurate, and made an average of over three hundred letters per day returned to writers. Her work shows adaptability and experience, and the good New England kind of strength. She was transferred to the Department by the new rule now in vogue making transfers from the first class post offices of the country to the departmental service upon certification of the postmaster and a non-competitive examination by the civil service board. She is the support of a widowed mother.

A woman clerk in the Foreign Division devotes a large portion of her time to search cases; that is, to tracing missing matter of foreign origin, upon application of the addressee or sender; and since each applicant apparently imagines that his or her lost letter or parcel is the only one in the Dead Letter Office and that the same is held for an indefinite period, subject to application, great care as well as zeal is necessary to satisfy applicants. A record is kept in all such cases of the names and addresses of the applicants, of the countries of origin, the contents of the letters and the results. If found, the article is entered upon another record and forwarded with the proper papers to the postal authorities of the place of residence of the applicant, for delivery to him, and his receipt is taken, which is also recorded; and then the case is returned to the Inquiry Division as "finished." In addition, this sweet faced lady assists in the final examination and counting of the unopened letters returned to countries of origin.

A clerk in the Unmailable and Property Division of the Dead Letter Office, a fine, modest young girl, is one of sixteen who treat all unmailable, held for postage and unclaimed merchandise turned in from the 68,000 post offices. The work consists in recording the address and contents of each package, and in searching for some

clew to the sender. The communications received from persons who have lost packages in the mails are referred to the Inquiry Division, which division carries on all correspondence in reference to the lost article and obtains the necessary information in regard to it. This information is, in turn, given to the searcher who, with the date of mailing, a description of the contents of the parcel, and the name and address upon it, examines the records, and if the parcel is found, forwards it. In some cases the package has never reached the Dead Letter Office. In many instances it has not been securely wrapped, and the cover having been torn off in the mail, it has been received at the office as a blank. Nearly 90,000 packages are received annually.

The clerk in charge of the Canadian held for postage desk in the Minor Division, and the assistant to the chief of that division, is a woman who has held various positions in this section for over twelve years. She is an unassuming, self-reliant widow with two sons. Her father, who was a New Englander of wealth and position, gave all his children a liberal education in English and classical branches, and this lady was specially taught in French. She had a brother in the army. Her greatest ambition is conscientiously to do her duty to her children. There are sixteen clerks in this division, whose work she directs in the absence of the chief. In her special labor of treating Canadian held for postage letters (which come from the various post offices and reach her desk unopened, accompanied by lists containing addresses and numbers to correspond with those on the letter) she is required to number them again consecutively as received and record them in the Canadian record book; and at the same time she must send the addressee a card notice numbered to correspond with the letter and the record. This circular card requests the addressee to return all this with the required postage, and when received at the Department, the letter is promptly forwarded and the returned card filed in this division for future reference. If after thirty days the card notice has not been returned, the letter is opened and returned to the writer or otherwise treated according to its contents. On an average more than half of these letters are forwarded to the addressees, and about five hundred are treated per month. Another branch of this woman's work is called "jacket searches." This consists in tracing, upon requests of



WOMEN OF THE DEPARTMENT.

writers or addressees, letters forwarded to the Dead Letter Office, with accompanying lists by postmasters, as unmailable for some cause, and in notifying persons interested what disposition has been made of them; or in returning the letters if they are found. The same woman is required to record and treat publishers' manuscripts returned to the Dead Letter Office.

A clerk in the Foreign Division of the Dead Letter Office was an early appointee from Massachusetts in 1871, through the influence of her uncle, Gen. Benjamin F. Butler. She was educated at Derry, (N. H.) Academy and New Hampton Literary Institute, and taught school for several years. She outranks most of the clerks in punctuality. She has not lost half a day by sickness in her whole period of service. Experience as a teacher developed her conscientious feelings of right,which have predominated in her official connection with the Department. Her duties are varied and interesting, requiring physical endurance as well as mental activity. The recording and preparing of parcels received from foreign countries for return to the country of origin is assigned to her, and a record of matter sent from the United States to foreign countries, which has been found to be undeliverable and sent to the Dead Letter Office for disposition. She sends the required acknowledgment of receipt to the postal administrations which accompany returns of unclaimed matter with letter of advice; and examines, returns and sends request letters. She is a great favorite with her fellow clerks.

The stenographer and typewriter to the Superintendent of the Dead Letter Office is a painstaking young woman who was employed as stenographer and typewriter for two years in the office of a prominent attorney in New York, and upon one occasion wrote from dictation upon the typewriter, for use in the Supreme Court, eight hundred folios of testimony in one week, without a single error. She passed the civil service examination in stenography and typewriting at a high grade, and was appointed to a position in the Post Office Department in 1888. She was the first to receive a promotion under the new system of competitive examinations. In addition to her work as secretary, she has five books in her charge: the time record, in which she keeps a daily record of the attendance of the clerks of the office, making a report of the same monthly for the Chief Clerk of the Department, and also a semi-

monthly report and monthly report of all time by the clerks in excess of the regular thirty days' annual leave: the record of special letters, in which a brief is kept of the subject matter of replies made in answer to inquiries made by the public and postmasters relative to missing mail, etc.; the requisition book, in which are entered all requisitions made by this office on the Public Printer, the disbursing officer, or the Division of Supplies; the record of stamp accounts between the United States and Canada, in which is kept and balanced yearly an account of the postage stamps due the United States and Canada, respectively, in their reciprocal exchanges of stamps accruing from insufficiently prepaid letters; and a record of directories on hand for reference in the Dead Letter Office in forwarding and returning mail, in which are kept the date of requisition, receipt, publication and latest issue on hand, cost of directory, etc. She also endorses the "jackets" in which applications for missing mail, etc., are filed, with the reply made thereto by the office; copies and arranges for convenient reference by the Superintendent the daily reports of the progress and status of the work done by the several divisions of his office; and does all the mimeograph work for the Dead Letter Office.

The stenographer and typewriter to the Chief Clerk of the Dead Letter Office is a bright little brunette, who can make her fingers click the keys at the rate of a hundred words per minute. She passed the civil service examination at a grade of ninety-two, and was appointed to her present position about two years ago. She is the author of a book of very pretty nursery rhymes, some of which she wrote while yet a child, and she has a more ambitious book of poems in press. Her work consists of writing from dictation letters to postmasters and applicants for lost mail, and she copies on the typewriter the tabulated monthly and annual reports of the Dead Letter Office. These are some of this clever girl's nursery rhymes:

Three pretty girls,
All ribbons and curls,
    Dressed for the fancy ball.
"I wonder," said they,
"What people will say
    When they see us come into the hall."

Baby is sick,
Run away quick,
    And fetch the best doctor in town.

Don't get Dr. Strong,
His nose is too long,
But try to get good Dr. Brown.

Dear little butterfly,
How quick you flutter by,
Gaily for hours
Kissing the flowers.
Now here and now there,
And now dear knows where.
Come again, pleasure bring,
Dear little gaudy thing.

Come into the woods and live with me;
I love you and we will happy be.
We'll eat the wild berries and sleep anywhere,
And dress in the skins of the lion and bear ;
We'll dig in the ground for silver and gold
Till we're ever and ever and ever so old.

This is the way the pig goes, grunt, grunt, grunt,
This is the way the dog goes, bow, wow, wow,
The cow goes moo,
And the doves go, coo,
And this is the way the cat goes, meow, meow, meow.

This is the way the hens go, cluck, cluck, cluck,
This is the way the roosters go, ooo-oo ooo-oo ooo,
The crow goes, caw,
And the lambs go, baa,
And this is the way the owl goes, to-whit, to-whoo, to-whoo.

The youngest clerk in the Dead Letter Office was educated in the public schools of Washington and passed a successful civil service examination. She quickly mastered the details of her work. She keeps a record of the packages which have been sent in from the various post offices as unmailable or unclaimed. They are recorded alphabetically and numerically, together with a description of the contents, treatment and final disposition. By this method they are easily traced. But the most trying work of this desk is the searching for blank packages, as those are called, which can only be identified by a description of their contents, the wrappers having been lost in transit. There were 17,000 of these unaddressed articles received and recorded last year. Another important branch of the work is the keeping of a special account of the foreign and domestic money orders, postal notes, etc., received from persons in

this and foreign countries, which are remitted in answer to circulars of detention sent, notifying them of the receipt at the Dead Letter Office of letters to their address. They are all entered in the record for money orders and balanced carefully. This is a very "heavy desk," especially after the holidays, when thousands are making inquiries for lost gifts.

The Assistant Chief of the Assorting Division of the Sixth Auditor's office is a woman of notable executive ability. She was formerly postmistress of her city in Illinois, a place of ten thousand people, and the business of her office was conducted so well that she was re-appointed without opposition for a second term by General Grant, and her office bore the reputation of being one of the best in the country. In 1881 she accepted a $900 clerkship in the office of the Sixth Auditor, and she has been promoted from time to time until she now receives $1,400 a year. For some time she was assistant to the Chief Clerk of the Auditor, but on a reorganization of the bureau in 1891 she was appointed to her present position. The business of this division was then four years behind hand; but it was soon systematized, and to-day for the first time in the history of the Department the work is kept up to date. Credit for it all is freely accorded to this lady by the Auditor and her chief. She is the widow of a soldier who had six brothers in the Union Army, is at all times much interested in the welfare of the veterans, and has done much to assist and relieve them in time of sickness or distress. She is an honorary member of the National Rifles and the Union Veteran Corps, and a member of the Woman's Relief Corps and other patriotic organizations.

A notable clerk in the Sixth Auditor's office came in with the beginning of President Cleveland's administration; and she has been capable of such good work, that, though a somewhat ardent politician, she has not been disturbed for political reasons. She is an expert accountant and finds abundant opportunities to use her mathematical talents. She is not only accurate but rapid; so that she has often been employed to "fetch up" the work of others less successful. Her work for the first seven years consisted of examining postmasters' accounts, verifying the daily cancellations and estimating the commissions on them. The daily requirement of each clerk was seventy offices. During the first four years this

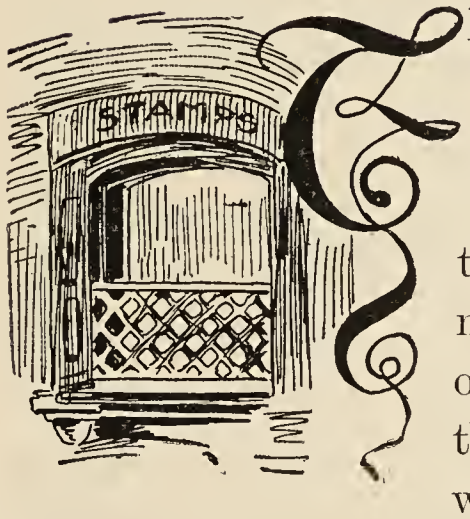
woman passed one hundred and sixty accounts in a single day, — the largest day's work that had ever been done in the office. Her present work is checking money orders, verifying amounts and ascertaining if there is a signature, and writing the date of payment in a check book. The weekly requirement is four boxes of 2,850 orders each, and this woman is one of five in a division of forty who has reached seven boxes in a single week. Her father was a teacher by profession and she attended the Medina Academy in New York. During the Civil War she taught school to support her invalid mother, while her father was fighting for the Union. Later on she studied law and was the first woman to be admitted to the bar in Dakota. She made a canvass throughout the West and raised many thousands of dollars for the establishment of the Presbyterian University in South Dakota. She passed not only the usual Department civil service examinations, but also the legal one necessary for appointment to a legal clerical position, and she enjoys the distinction of being the only woman yet to receive such a Government appointment. She is the author of two realistic novels that prove her to be a bold thinker, and is also one of the board of managers of the Association of American Authors.

A clerk in the Collecting Division of the Sixth Auditor's office, a New Jersey woman, has served continuously in this office for more than twenty years. The work of her division is entirely in connection with the settlement of the quarterly accounts of postmasters. It requires thought and judgment. The accounts as itemized and jacketed are compared with those rendered by the postmasters; and when they are closed a card is sent the postmaster to that effect. Where there is a credit balance, a credit card is sent; or if discrepancies are found between the account as rendered by the postmaster and that of the Auditor, a credit statement (or if the postmaster is a debtor, a debit statement) explaining the discrepancies. This card also informs the postmaster, in cases of credits, that a draft will be sent him in due course of business, or if he is a debtor, he is informed that he can bring the amount forward in his succeeding quarterly account or deposit a balance, as he prefers. If the debtor is a late postmaster the mode is slightly different, a draft being made upon him for the amount of his indebtedness and placed in the hands of his successor. The "jacket" of a postmaster's account

contains an itemized statement of the account and compensation of the postmaster, as made by the Auditor's office, the postmaster's statement and any letters he may have written in relation thereto, and a brief of the Department's replies. When a new bond has been called for and received a new jacket is made, the old account balanced and brought forward, and the old bond taken from the files in the Bond Division, where it is replaced by the new bond, and filed with the old jacket in the reserve files. In the case of the establishment of new offices, according to the notification by the Bond Division, a jacket is made upon which the date of establishment is noted in order properly to adjust the postmaster's account by quarters. These jackets are all filed alphabetically by offices and states, the different regions being distributed among the various clerks. Great exactness is necessary in this endless routine, and this clever Jersey woman has proved herself uncommonly painstaking and rapid.

The clerk in charge of the day-book entry desk in the Sixth Auditor's office is a woman of commanding presence and great force of character. In 1873 she was appointed through the civil service commission as a copyist, but, evincing more than ordinary aptitude for clerical work, she was assigned soon after to a desk in the Registering Division, which she held for thirteen years, receiving always the commendation of her superior officers and all those who had any knowledge of her work. This work required a knowledge of postmasters' accounts, great accuracy, a close attention to details, neatness and rapidity, and so apparent was her ability to cope with all these that it was frequently said she "worked like a man." She was promoted from time to time until she now receives a salary of $1,600. Her work requires a familiarity with the operations of every division of the office in order properly to correct or readjust the first auditing of the postmasters' accounts when exception is made to them either by the postmaster, or on account of fraudulent cancellations, or for any of the various reasons. Another branch of this work is the adjustment of the accounts of delinquent postmasters, that reach the Department after the appropriation of the year has been exhausted. This woman possesses an active mind, is well informed upon topics of political and literary interest, and keeps quite up with the times.

INSIDE HALF A DOZEN POST OFFICES.



THE duties of a postmaster would probably outnumber the post offices in this country — if they could be enumerated; and no one but the postmaster himself understands what tact, good nature, decision, and business judgment are required to meet the thousand and one emergencies that arise almost daily. And this statement applies to the smaller offices as well as the larger. In the cities and large towns complaints, utterly groundless in most cases, find their way into the newspapers. In the smaller places complaints about the post office, equally unfounded and mischievous, keep the tongue of gossip wagging.

"He's had it long enough," they say, "and he's too confounded strict. He permits no one to go inside of his office, except on business; and then he keeps no chairs for folks to sit on. He won't accommodate our bank by depositing his post office and money order funds in it; he won't credit our best men for box rents or quarterly postage on newspapers; he won't put a stamp on a letter unless it is paid for, and every one does not have the change in his pocket. And yet I have seen this stickler for two cents give away nickels and ten cent stamps to miserable beggars, who made him believe they were famishing for sustenance, without even questioning them. He refuses to allow people who own boxes close to the delivery window to reach through and help themselves to save time. He refuses to put stamps on letters for anybody but old people and children. He charges letter postage on newspapers, if people wish to write only a word or two to their friends on the margin. He won't keep his office open later than nine o'clock at night and on Sunday only an hour before and after church. He weighs nearly every

letter dropped into the office, and if it is what he calls 'overweight' he charges additional postage. He refuses to deliver anonymous letters. But the crowning objection to him is, that he refused to clean out the office boxes, and all, for one night, and let a fair be held there for the benefit of our base ball club."

A fruitful source of work among the larger postmasters is the perpetual bombardment of inquiries from persons in all parts of the country about all sorts of matters, with which postmasters have nothing whatever to do; but they are always appealed to as the supposed best posted and the supposed best natured persons in their particular localities. And no doubt they are. Anxious inquirers want to know whether their fathers and sons, and even their sisters, cousins and aunts are in town. A farmer or rancher wants to know if the postmaster won't sell his eggs and garden truck between mails on commission. Bucolic poets want to know if the postmaster won't publish, or at least won't "promote," their campaign songs. One wants to know whether his old friend, whom he has not heard from since '72, is still running his saloon on the South side. He wants to know what is the best way to get a dog license.

The situation of the smaller postmasters, and especially of those in the little country places, is even more uncomfortable. One has described a most engaging incident, which happens every day, no doubt, in the country post office. It ran thus:

"I want to get a money order," she said, thrusting her head through the window.

"Please make out an application," replied the clerk. "You'll find the blanks on the desk back of you."

"What application? I just want to send fifteen dollars to—"

"Please to fill out the blank," interrupted the clerk, handing her one.

"I—I—will you please fill it out for me?"

"I can't. It's against the rules. You must fill it out yourself."

"Oh, dear me, I don't believe I can. What do you do first?"

"Write the date."

"Where?"

"On the first line."

"There! On that line?"

"Yes—that's it."

"Now, let me see, is this the tenth or the eleventh?"

"The tenth."

"I thought so, but I wasn't sure. What do I do now?"

"Write the amount to be sent."

"It's fifteen dollars."

"Well, write it on the next blank line."

"There?"

"Yes."

"How easy it is, after all! Now what do I do?"

"Where is the money to be paid?"

"Oh, at Chicago."

"Well, write 'Chicago' after the words 'payable at.'"

"I — I don't see 'payable.'"

"There it is."

"Oh, of course; how perfectly ridiculous of me not to see it myself! Now what shall I put after 'State of?'"

"Why, 'Illinois,' to be sure."

"Of course! What a goose I am! Now, let me see, what comes next?"

"To whom are you sending the money?"

"Oh, Mr. John Smith; that is, I'm really sending it to Mrs. Smith, who is my sister; but we thought it would be better to send it in his name and save her from the trouble of going to the office, and of course he can take it to her, as the money's really for sister; but if it makes any difference, I suppose —"

"It makes no difference at all."

"I didn't see why it should really, and I'm glad it don't, for sister isn't in good health, and she might not be able to go to the office herself, and —"

"Write Mr. Smith's name and address on the lines below."

"Yes — there are so many Smiths."

"'Joseph N.' will do, won't it?"

"Yes, Yes."

"I can write it 'Joseph Newman Smith' if you prefer. Newman is his middle name."

"Joseph N. will do."

"Oh, will it? I'm sure I don't see why it shouldn't. He's so well known anyhow."

"Now write your own name and address on the other lines as quickly as you can; there are others waiting."

It doesn't take her more than twenty minutes to do this, and ten more to ask if Smith will have to be identified, and when he'll get the money, and how she'll know he got it, and if the post office is responsible if the money is lost, and if a registered letter wouldn't have been as safe.

An expert at the business tells us that where the money order transactions in a given post office number in the course of a year 20,000, or an average of about sixty-five per day, embracing issues and payments, a single clerk working alone may reasonably be expected to do all the work, including the keeping of the records and the rendition of all reports and returns. Not so under the above conditions, however.

The clerks in post offices, the postmistresses, and the men, too, have often been berated for what has been called discourtesy. Especially do the women come in for a share of the abuse, for that

is what it is, mostly. Their duties are made distressing, particularly by the public. The public has a right to be smart, cranky, hoggish, or anything else. But the grind on the person at the window or behind the desk is something horrible. They who face it are paid, and with sufficient liberality, it may be supposed, or they would not choose to retain their places. Thoughtfulness and good natured concessions are probably oftenest thought of by the postal servants, and hence it may be concluded, not unreasonably, that they are the least to blame. The British postmaster general not long ago found it necessary to warn the young women employed in post offices that they really must be decently civil. He issued a circular enjoining civility upon employees of both sexes; but it was obvious that he had the young women in his eye, for he said there were "some, if not many, whom it is impossible to acquit of inattention and levity in the discharge of their official duties. Often they will keep a member of the public waiting while they, perhaps, finish some idle conversation or complete a row of knitting." The complaint, according to the London *Spectator*, was perfectly just; "but Sir James will find that a good many circulars are required, for the evil springs, not from idleness, or even rudeness, but from caste feeling. The girls are uncivil, just as bank clerks are uncivil, in order to show that they are not 'shoppies,' bound to attend to the orders of their customers. They make the public wait just as a sign that they are official persons, and not girls hired to sell stamps and money orders." It is far too harsh a criticism for this country. The clerks and postmistresses, and especially the postmasters, understand that they are the servants of the public, and that they cannot justify themselves to their superiors, and to the public, upon whom their superiors, no matter how high, depend, except by unflagging efficiency.

The postmasters in the larger places are always finding something to contend with. Their business bodies and their influential people are continually pressing them for extra facilities, and they are continually pressing the Department; but the Department cannot act, because it has not the money. The legislative branch and not the executive, it seems to be forgotten, furnishes the appropriations with which the postal service is operated. The post offices are, of course, without the stimulus of competition. An added burden is

that their allowances of money are always inadequate. They do not often keep pace with the growth of the city or town, and hence with the growth of the postal needs, and accordingly it is only by the utmost care and systematization that the service is actually prevented from falling behind. In a large western office the business increased eighty per cent. in eight years, and yet the clerical force was not added to by a single person! The postmasters are without resident inspectors. Low pay necessitates the employment of many boys, whose habits of life are not fixed and who are consequently uneasy, and who, far worse, are the more exposed to temptations. The postmaster has no miscellaneous fund upon which he may draw for small items of expense; every bill, for a penny's worth almost, must go to the Department for approval. He appoints clerks and carriers, if in a classified office, without having a chance to examine them himself, and if it is true, as it is, that it is best that for the lack of time and other reasons they should be examined outside, it is also true that the character of the would-be clerical carrier is not always certified to after sufficient scrutiny. In the largest offices, where the Post Office Department is simply the tenant of the Treasury, the postmasters are not the custodians of the buildings, and indifference, if not actual carelessness, often results in the internal management of these great Government establishments. So many persons falsely claim that depredations have been committed upon their mail that one postal expert has urged the passage of a law to punish these. The postmaster is bored almost to death by repeated



HON. CORNELIUS VAN COTT.

inquiries for lists of all sorts of persons, who follow all sorts of occupations; so that hardly a month passes that the Department does not reiterate its invariable regulation that postmasters shall reply to no such requests. And this reiteration goes along with hundreds of other "suggestions to the public" and "dont's" published in the monthly *Guides*. The postmaster can only work away as best he may, making the most of his allowances of money by consolidating his force, inspiriting the men and women with more energetic and skilful efforts, studying how some extra postal facilities may be afforded to his people (which has simply never been thought of before), asking the criticism of these same people, that their ideas as well as his may be examined and their attention incidentally drawn to their own shortcomings.

The operations of the New York post office are the most mysterious. This greatest office serves a million and a half of people directly, and intimately affects the service of millions more. It is the great clearing house for foreign mails. It is unique, unexplored, superb. There are five divisions or departments, devoted respectively to the financial accounts, the mailing and distribution of letters, the city delivery, the registry, and the money order business (to venture on for a few moments with Mr. James, who ought to know about it). He has written:

> After the letters are sent through the drops the first thing done with them is to "face them up," or arrange them right side up so that the directed sides all face the same way. There is a large table behind each drop, and as fast as the letters fall upon it—sometimes dribbling their way through, but in the later and busier hours of the day, coming in torrents—a clerk rakes them towards him, arranges them in the manner stated, after which he passes them over to the stamping clerks. The collectors who bring the letters from the lamp post boxes face them up and divide them into those for city delivery, domestic, and foreign. The stamping is done by machine, which will cancel, postmark, count and stack the letters and postal cards at the rate of about 25,000 per hour. In two hours and two minutes, it canceled, postmarked, counted, and stacked 46,480 letters and postal cards, of which 21,000 were letters. The machine is driven by an electric motor, but can be run with foot power like a small printing press. A clerk who stands by it watches for envelopes which are stamped on the left instead of the right hand corner, and that have more than one or two stamps upon them, and by feeding them properly in the machine sees that they are cancelled.
>
> Then comes the process of separation. The letters have been "faced up" and stamped, and now lie in great rows ready to go through various sortings before they start on their destination. There are seventy-five separation tables, duplicates of each other, each one containing ninety pigeon holes. These pigeon holes

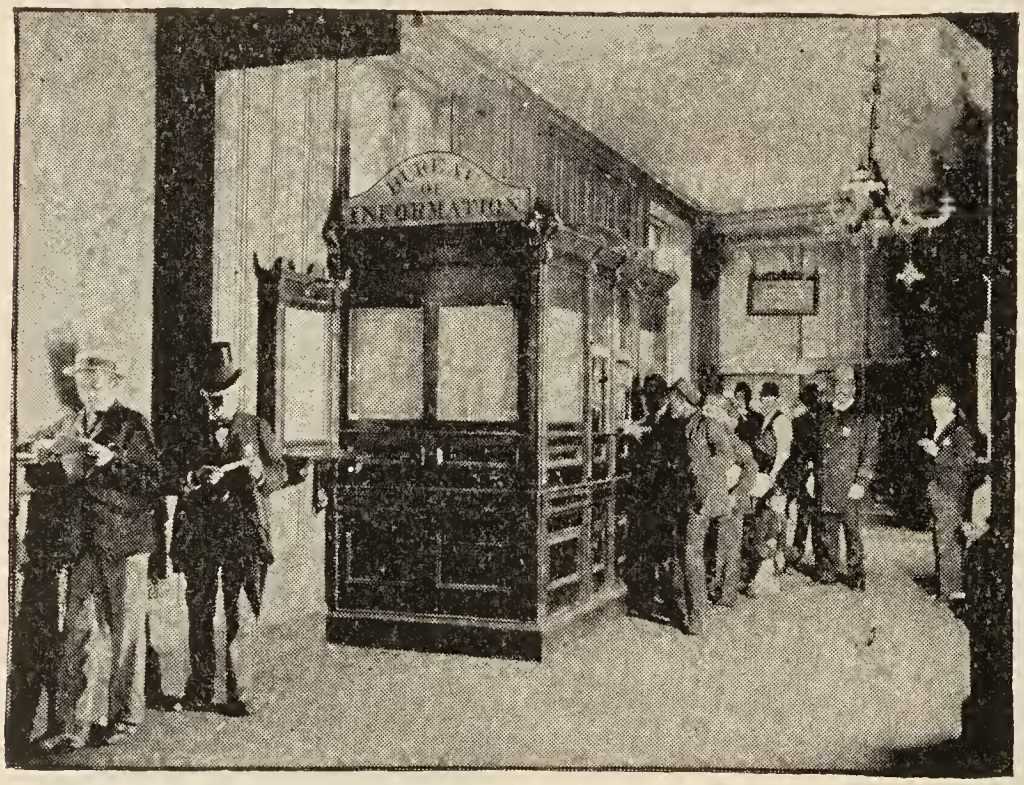
may be classified under three divisions. The first includes boxes devoted to a special post office to which letters are sent directly. These represent large cities, and their number is comparatively few; there are ten in New York, three in Pennsylvania, three in Ohio, etc. The letters thrown into these pigeon-holes are tied up into bundles, and are not distributed any further. The second division includes letters for New York, New England, and some of the Middle and Western States and Canada. These have to be redistributed in the office. The third division includes the remaining states in the Union, and the letters for this division are separated by postal clerks on the railway trains. Letters for the principal Eastern States for the South and West, and for Canada, are still further separated; others are sent to some prominent city from which they are distributed to the surrounding towns; others are sorted in the railway postal cars.



The mail for New York City is sorted at tables which have pigeon holes which open front and rear, and are marked with each carrier's route. The assorters for carriers have to remember each carrier's boundary and the odd and even numbers sometimes go to different divisions. The assorter must also remember the names of three thousand persons who rent post office boxes, and send the letters to the proper numbers. The assorters who send letters to the different branch post offices are fined for every error which sends a letter to the wrong station. The system is so perfect that such an error can always be traced to the person who makes it. The same method is pursued in the distribution of the foreign mail, for which there are provided fourteen distribution tables, each having twenty-nine boxes. After the letters are sorted they are tied up in bundles and thrown into the large mail bags. The bags are placed in large sized pigeon holes, or

frames, and receive the bundles as they are thrown in. Newspapers are assorted in the basement of the building, where there are ten separation tables, each with sixty-four divisions. One table is devoted entirely to newsdealers' packages.

Several times during the day, when the carriers start out with their mail, the main room of the post office presents an unusual scene of animation. The men in their uniforms go from one assorter's table to another, each one taking the mail deposited in the box assigned to him. The carriers then arrange it according to their route, sitting at a long counter divided into compartments. The mail delivery for some districts is very large. The Equitable Insurance Building on Broadway is a place of delivery for over thirteen hundred names, and there are other buildings where the delivery is as large. Many leading firms who own boxes have an immense correspondence, far too large for the boxes to accommodate. Some firms have a trunkful of letters every day. Keys to these trunks are kept in the post office and in the business house. The largest mails go to the great mercantile houses who often receive two or three thousand letters a day each.



A CORNER IN THE NEW YORK POST OFFICE.

Carriers keep a memorandum book in which they enter the name of any person whom they cannot find. In this book are set down the address of the letter, the cause of its non-delivery, and certain initials which show the character of the missive, such as "M" for mail, a letter from outside of the city; "M. R.," mail request, the same kind of letter, with a request to return to writer; "C. D.," card drop, a postal card dropped in New York. Letters for which no owner can be found are sent in due course of time to the Dead Letter Office at Washington, but postal cards are tied into bundles and burned in the fire under the boiler which lifts the elevator; literally, this class of lost and useless correspondence helps to run the big post office.

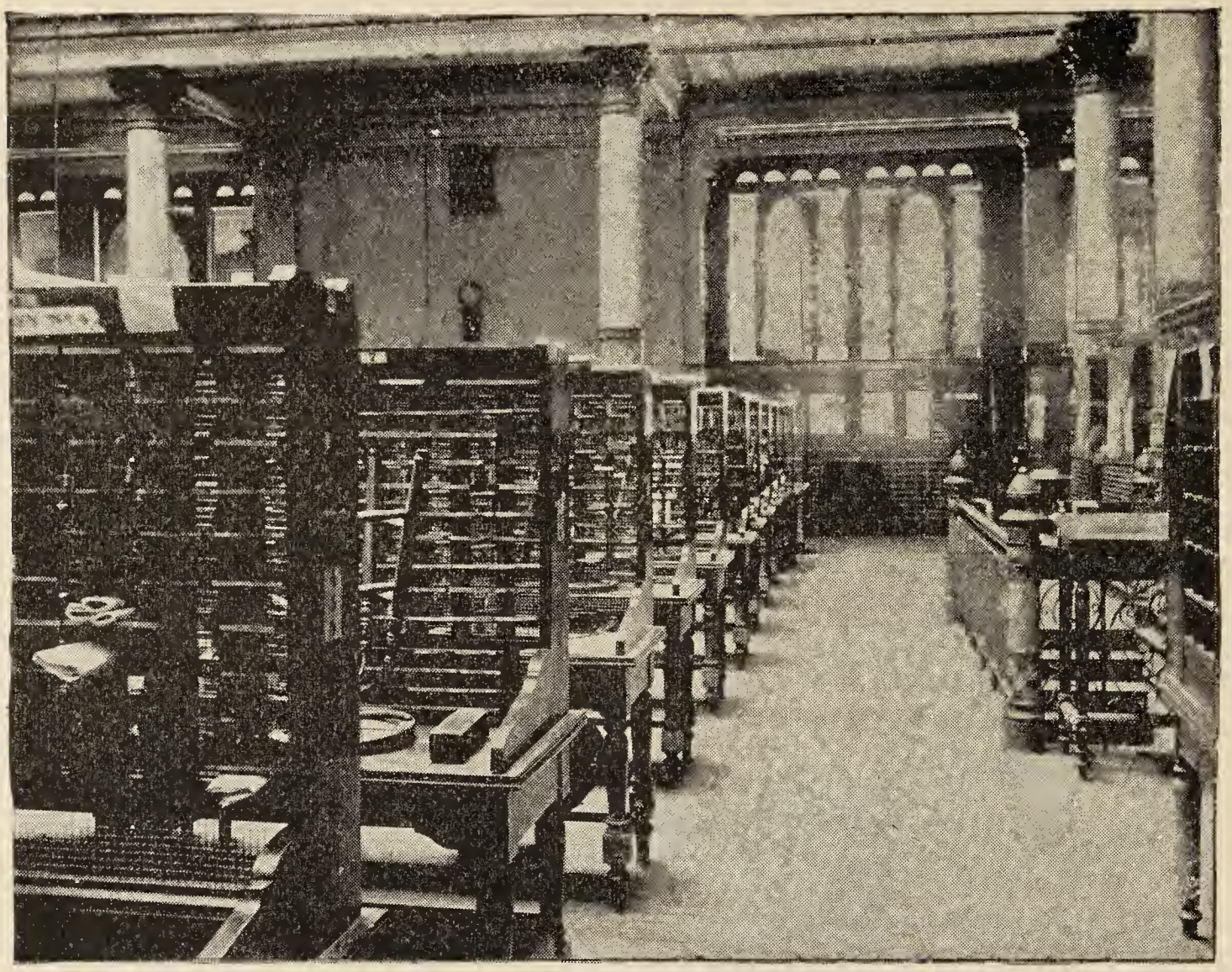
The newspaper tables are in the basement, and, as elsewhere, the pitching and the rapid distribution are the marvel of every looker-on. The papers are massed in states and territories and sent to be distributed on the postal cars. Thousands of bags of newspapers go out in a day. It is busy times, too, when a foreign mail arrives. A marine telegraph announces the approach of a steamer yet outside

the Hook, so that the clerks have cleared the deck for action — to take a nautical metaphor ashore. These days the stampers, separaters, mail makers, pouchers and dispatchers are up to their eyes in work.

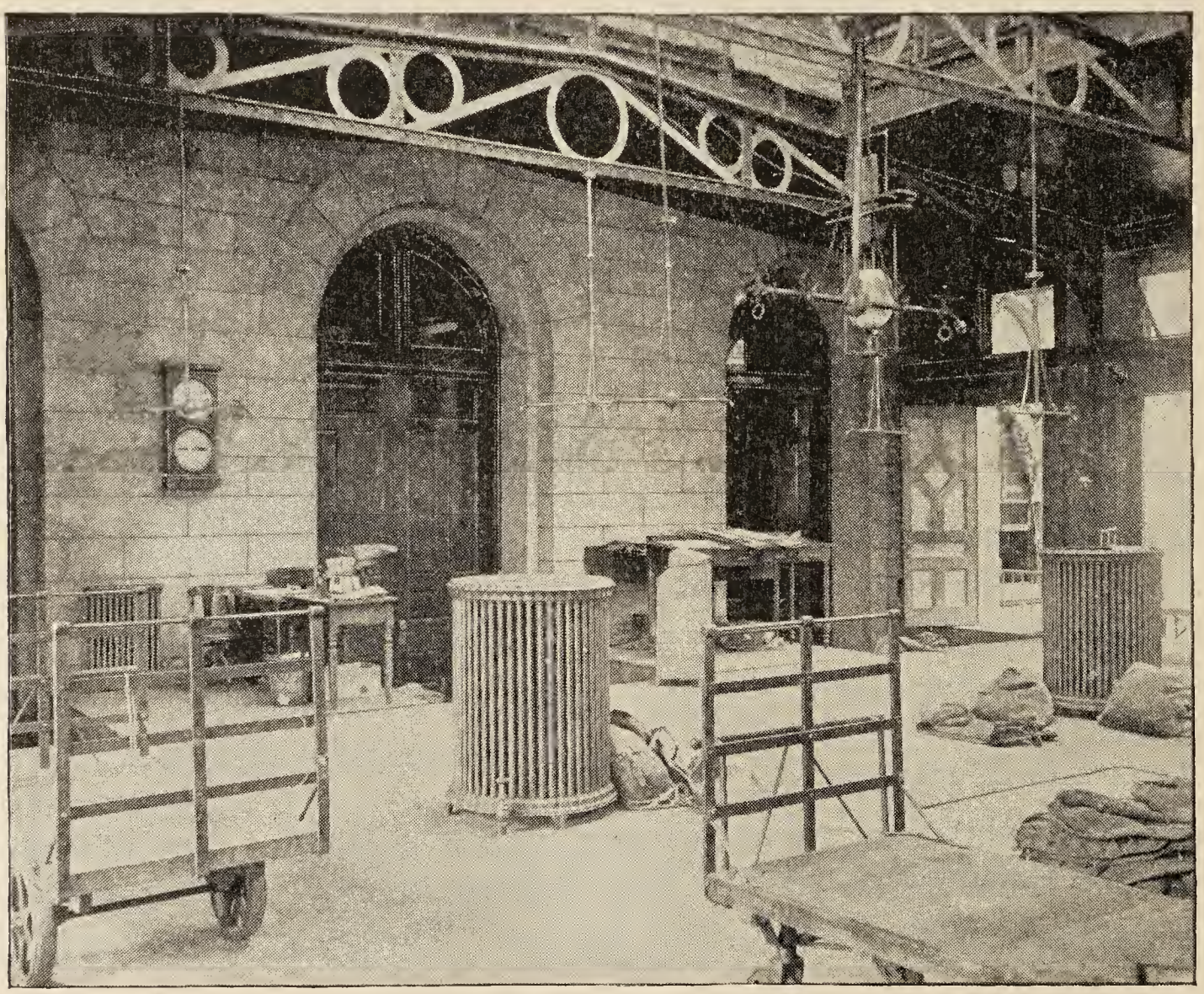
The present postmaster of New York, Hon. Cornelius Van Cott, has been a marked success, and that, too, though he has been brought into comparison with much vaunted predecessors. He was born in New York City, in 1838, of revolutionary stock. As a young man he went into the insurance business, and soon became vice-president of the Ætna Company. He was a customs officer under Collectors Draper and Barney, until in 1869 President Grant made him collector of internal revenue. He had been a volunteer fireman, and after the overthrow of the Tweed ring in New York he became prominent in politics. He was a fire commissioner from 1873 to 1875, and again from 1879 to 1885, much of the time as president of the board. He made improvements. He was never contented if he did not. He changed the system of fire escapes on large buildings, compelled large retail shops to provide for exits in case of fire, and made over the fire boat William Havemeyer, and he personally inspected the theatres. Mr. Van Cott has always been a politician, and he has never neglected a chance to advance his chosen party and party associates. For years he was a most energetic member of the Republican State Committee, and he has frequently been a delegate to state conventions. In 1887 he was a state senator from the eighth district; and this is saying much, because he was elected by a plurality of over 4,800 in a quarter of New York City which had previously been hostile by 1,500. As a senator Mr. Van Cott introduced bills for a uniform divorce law and for better methods of granting medical degrees. Though successful in the



HON. JAMES S. McKEAN.

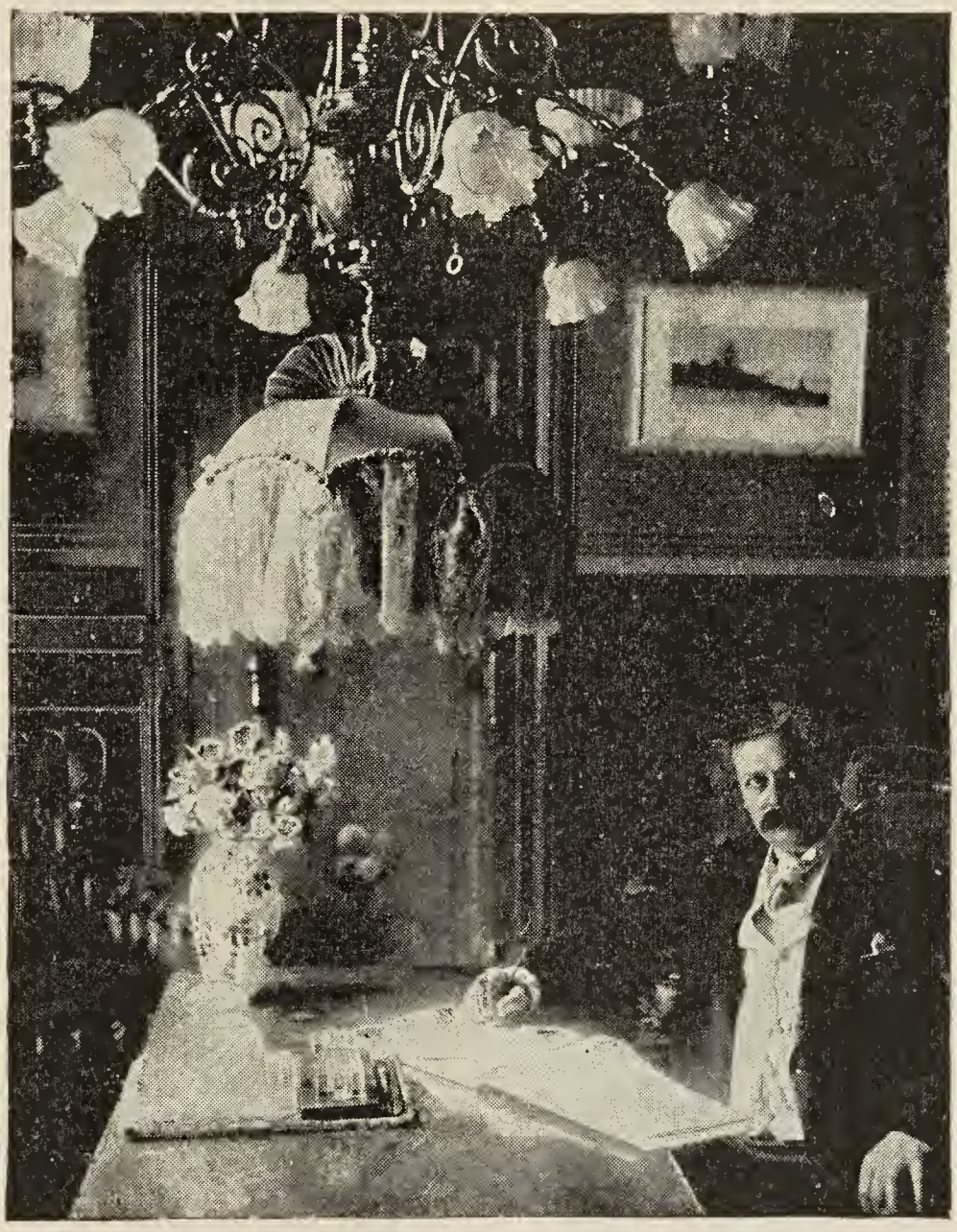


CARRIER'S CASES, PITTSBURG OFFICE.



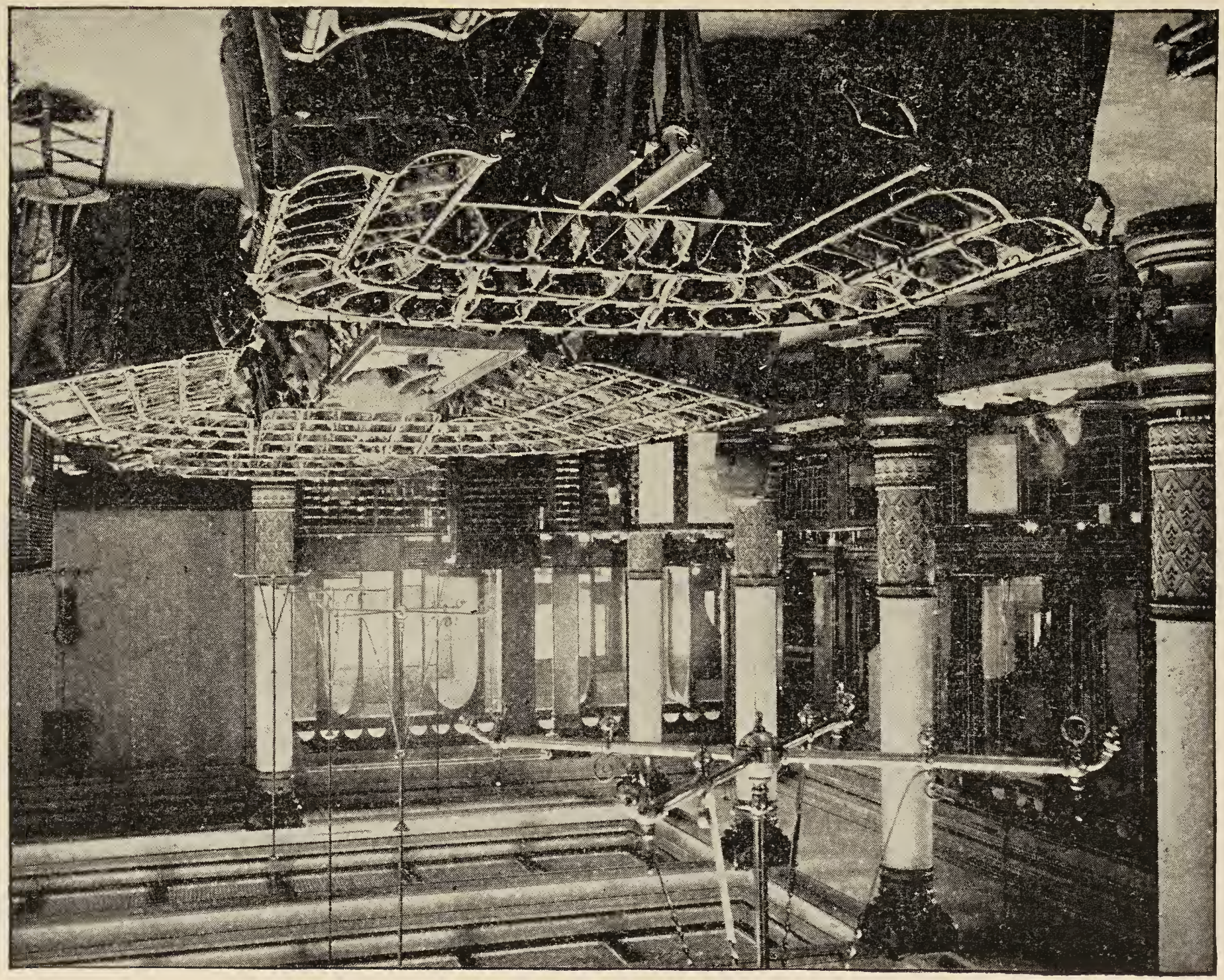
THE MAILING SHED, PITTSBURG.

Senate, and surrounded by influential friends, he resigned his office to become postmaster. He has always been a man who has had something else that he was able to do. Mr. Van Cott has obtained allowances of over $100,000 for clerk hire for his office, and he has been able to add over one hundred clerks to his force — which is still inadequate, however, but necessarily so for the same old reasons. He has established twenty new sub-stations and made many improvements in handling the mail, which have attracted less attention but have been just as important. Mr. Van Cott grew wealthy in the stable business, and he is president of the Lincoln Club, and of the West Side Savings Bank. His bond is for $600,000.



POSTMASTER McKEAN'S PRIVATE OFFICE.

One of the largest purely inland offices, and an office in the finest of the large new buildings lately erected, is that presided over by Hon. James S. McKean at Pittsburg. In a town which has had many popular postmasters Mr. McKean is the most popular of all, and he has deserved this unusual distinction. His office is a great distributing centre, and it affects the business naturally of the whole of Western Pennsylvania. Last year this office handled 65,000,000 pieces of mail; and the beauty of it was that this was an excess of 14,000,000 pieces over the record of the previous year. A clever newspaper writer said not long ago:



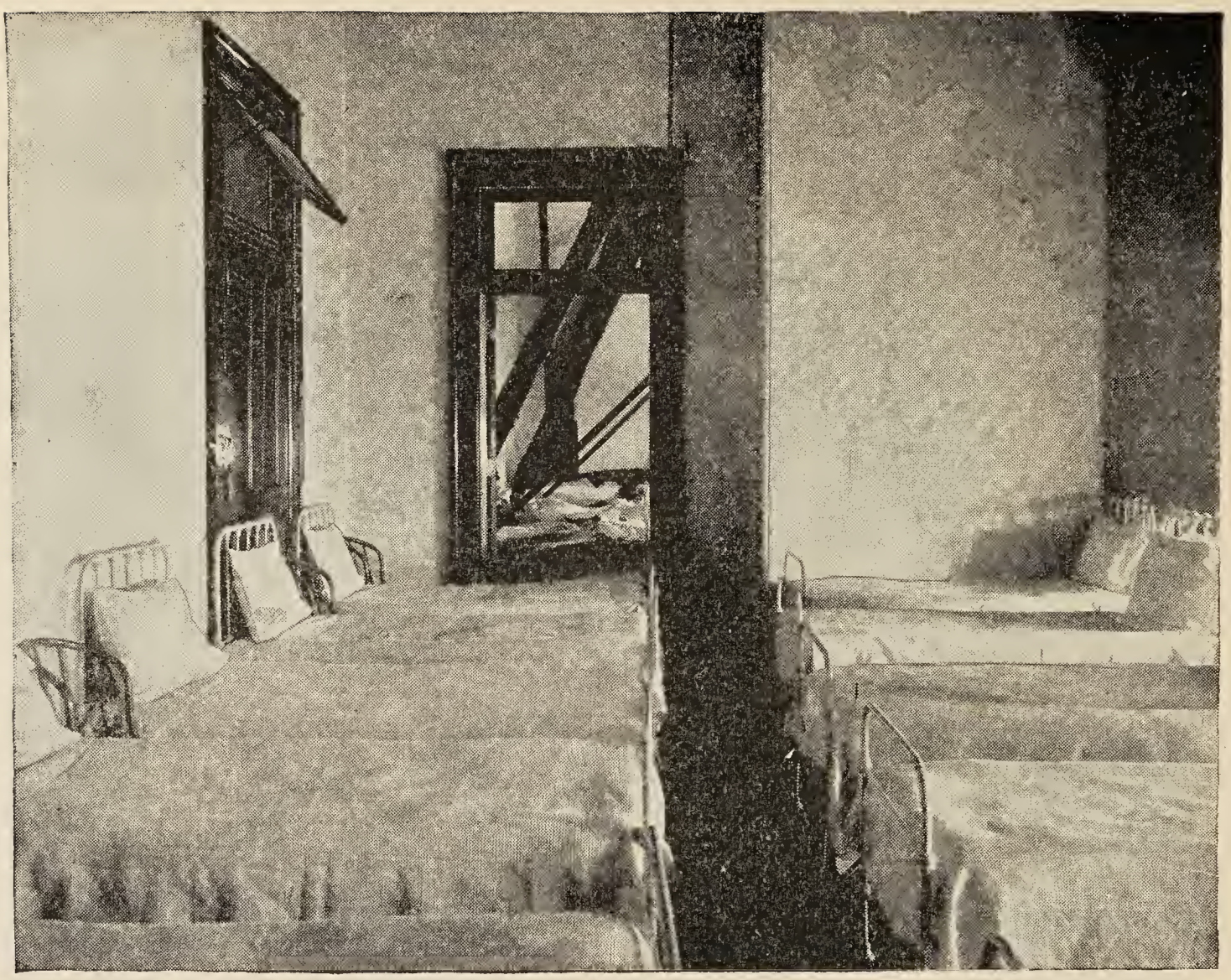
THE MAILING ROOM IN THE PITTSBURGH OFFICE.

"There was a great fight over the Pittsburg postmastership early in the administration. Senator Quay had a candidate. So did Dalzell, the Representative. The Senator won. James S. McKean was appointed. He is a Scotchman, a bachelor, fat, pleasant, rosy cheeked, and, as one has said, 'as sweet as a woman.' This appointment was one more illustration of the fact that out of the red hot political fight there often comes a good postmaster. McKean is a pusher; not loud, but very smooth. When the appointment was made Pittsburg had a public building slowly approaching completion. McKean began to crowd things, and he soon got into this new building, which under the ordinary course of Government routine would not have been ready for at least two years. He spent $1,800 of his own money in fitting up the postmaster's office in the new building. He printed 25,000 copies of an illustrated souvenir of the post office service of Pittsburg, showing the progress from 1787 to 1891. This souvenir cost $2,500, the most of which came out of the enthusiastic young postmaster's pocket. When McKean went into office he had a host of enemies as the result of the factional fight. Soon many of those enemies were his warm friends, won over by the improvements made in the post office service."

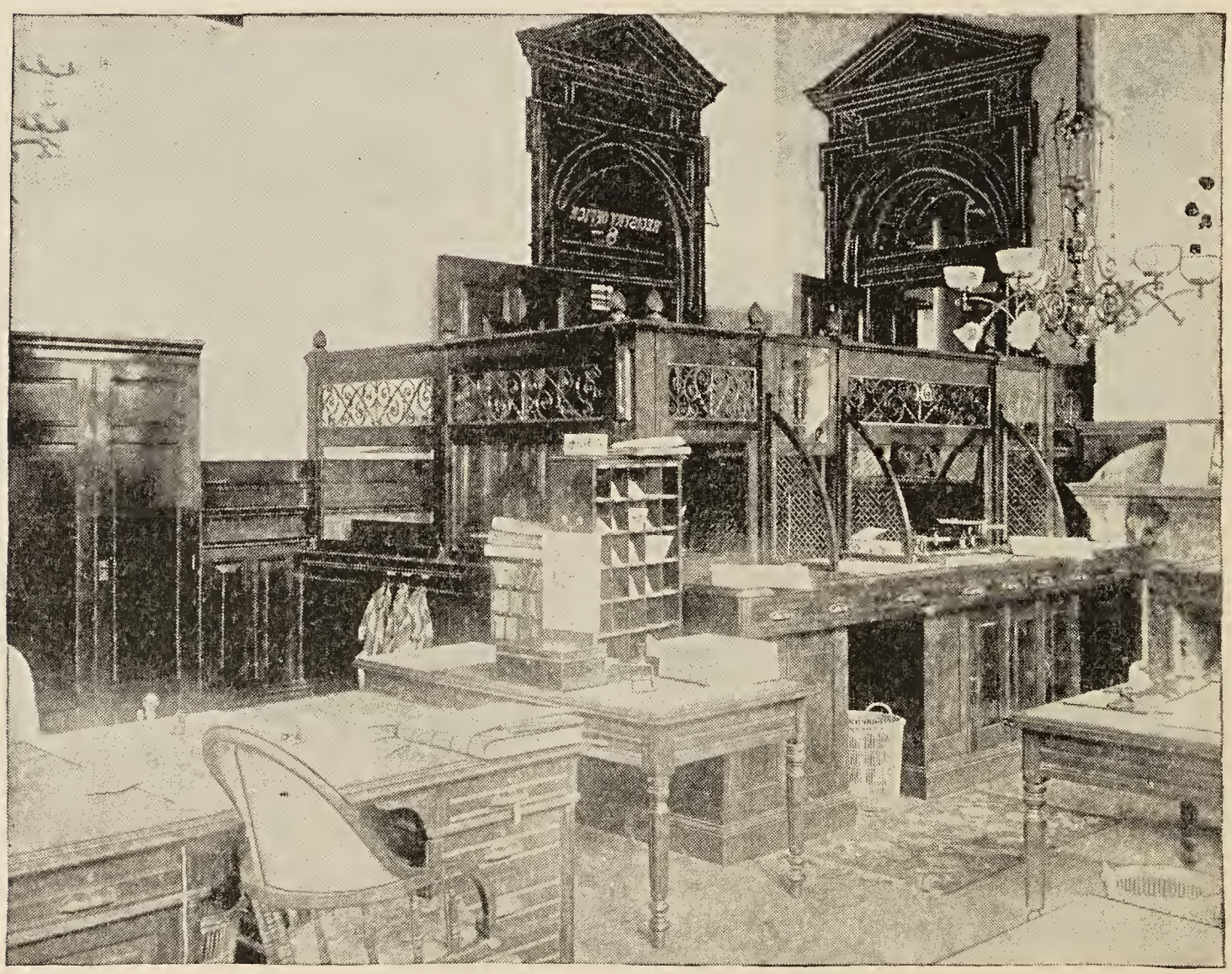


ASSISTANT POSTMASTER'S OFFICE, PITTSBURG.

Mr. McKean was born in New Abbey, in Dumfriesshire, Scotland, in 1850. In 1866 his family settled in Washington County, Penn. The future postmaster worked on a farm, and drove a horse to the city to sell the farm products. He liked the city, and soon he worked there; and then, in 1876, he became a partner in the firm of Duff, McKean & Co., dealers in agricultural implements and hardware. He made money, and he has invested it well in manufacturing and landed interests. He has more personal acquaintances and probably more personal friends than any man in Pittsburg.

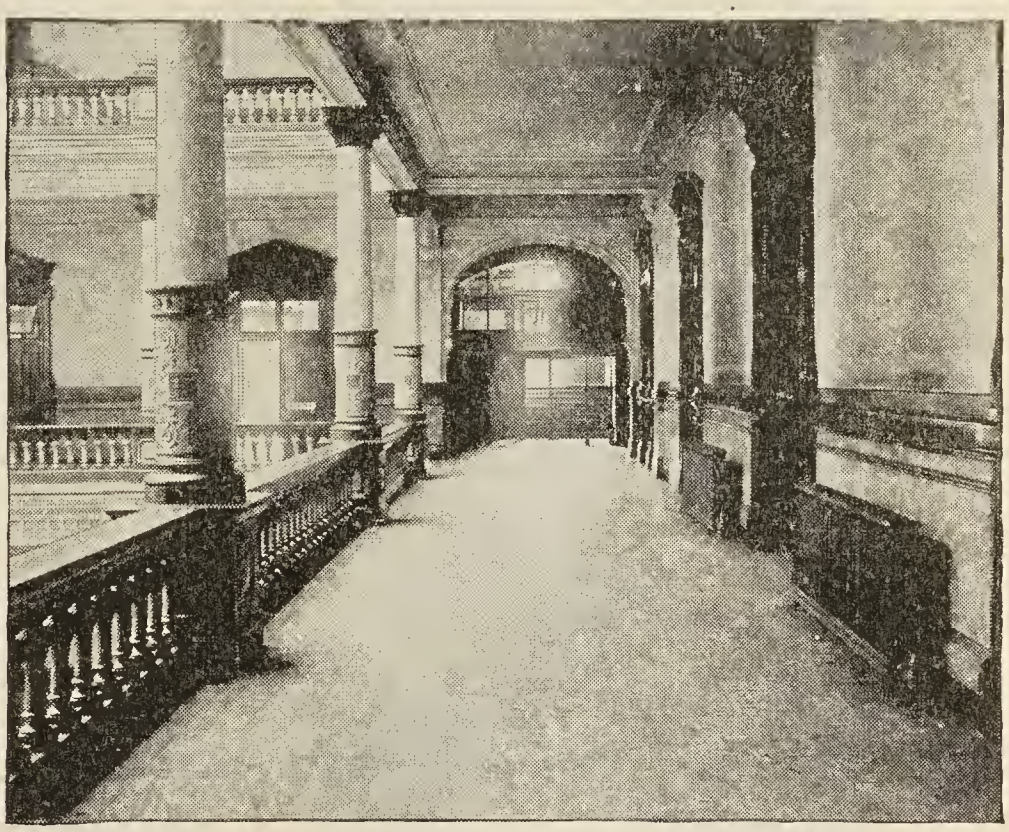


A DORMITORY IN THE PITTSBURG OFFICE.



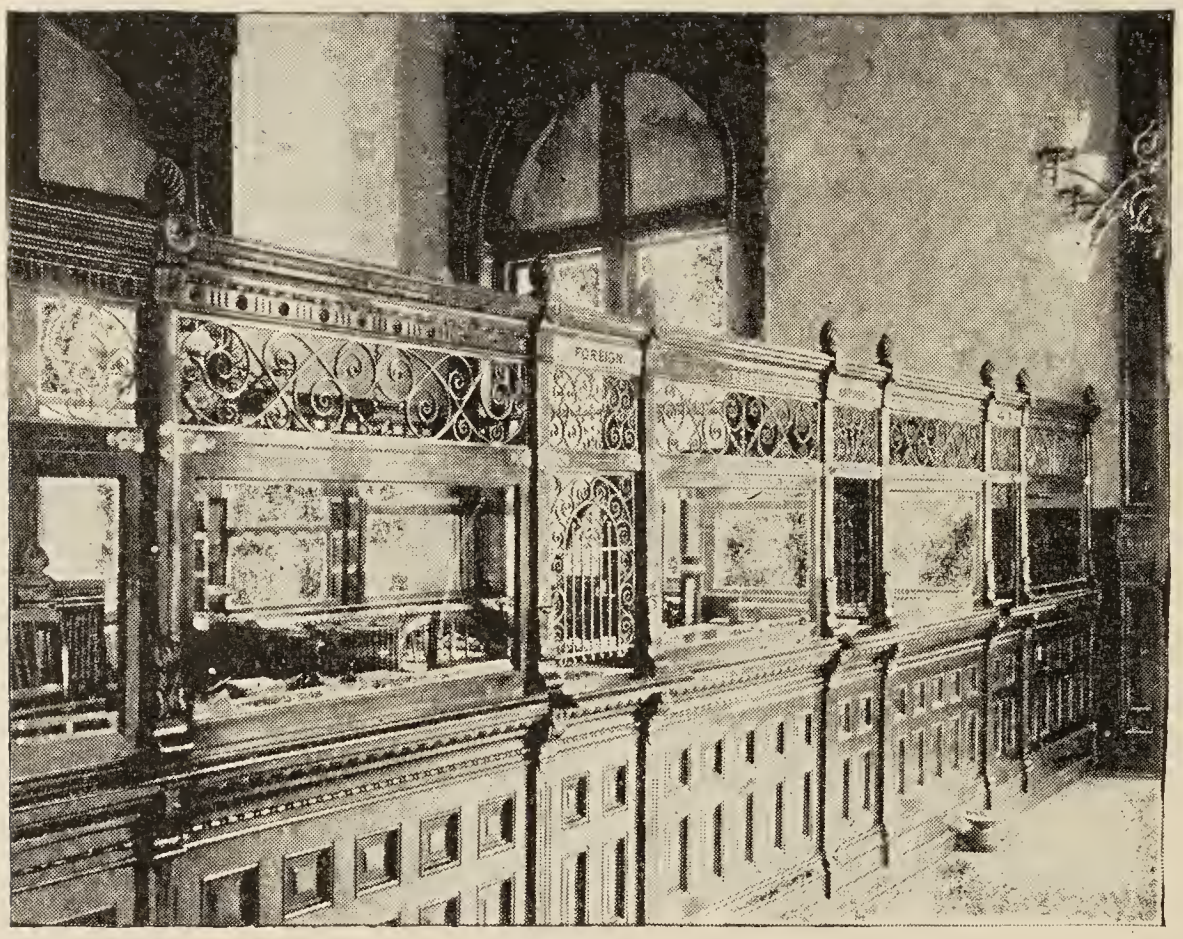
THE PITTSBURG REGISTRY OFFICE.

He is true and kind; and kindness and loyalty do their work. Oct. 1, 1891, Postmaster McKean moved into the finest post office building in the world, no doubt. There are larger new public buildings in this country, but none more solidly built or finished so handsomely. The screens and woodwork throughout are of solid mahogany, elegantly carved. When the stranger walks up the granite steps and enters the marble paved corridors he is impressed with the positive grandeur of his surroundings. The carved woodwork, the marble wainscoting, and the artistic ceilings are alike the objects of his admiration. In the general office of the postmaster he sees beautiful etchings first, but in the private office luxury itself is found. The frescoed walls and ceilings, the draperies, the service of onyx and silver, the faultless furniture, all give the visitor a feeling of comfort and of ease. The hearty reception of the postmaster and the courteous treatment of his subordinates make the caller feel the better for having met them.



CORRIDOR, UNITED STATES COURT, PITTSBURG.

An invitation to take a peep behind the scenes is accepted always. The business of the registry division, under the charge of a woman, one of the most capable in the whole service, has grown from 28,836 letters registered and 82,832 delivered in 1886 to 37,329 registered and 119,507 delivered in 1892. In the Money Order Division the employees are all women from the superintendent to the junior clerk, and their work is next to perfection. The growth of the business in this branch has increased from $1,535,148.97 in 1886 to $2,566,-570.32 in 1892. The working room of the office, where the "hustling" is done, is a scene of ceaseless activity. The mails are

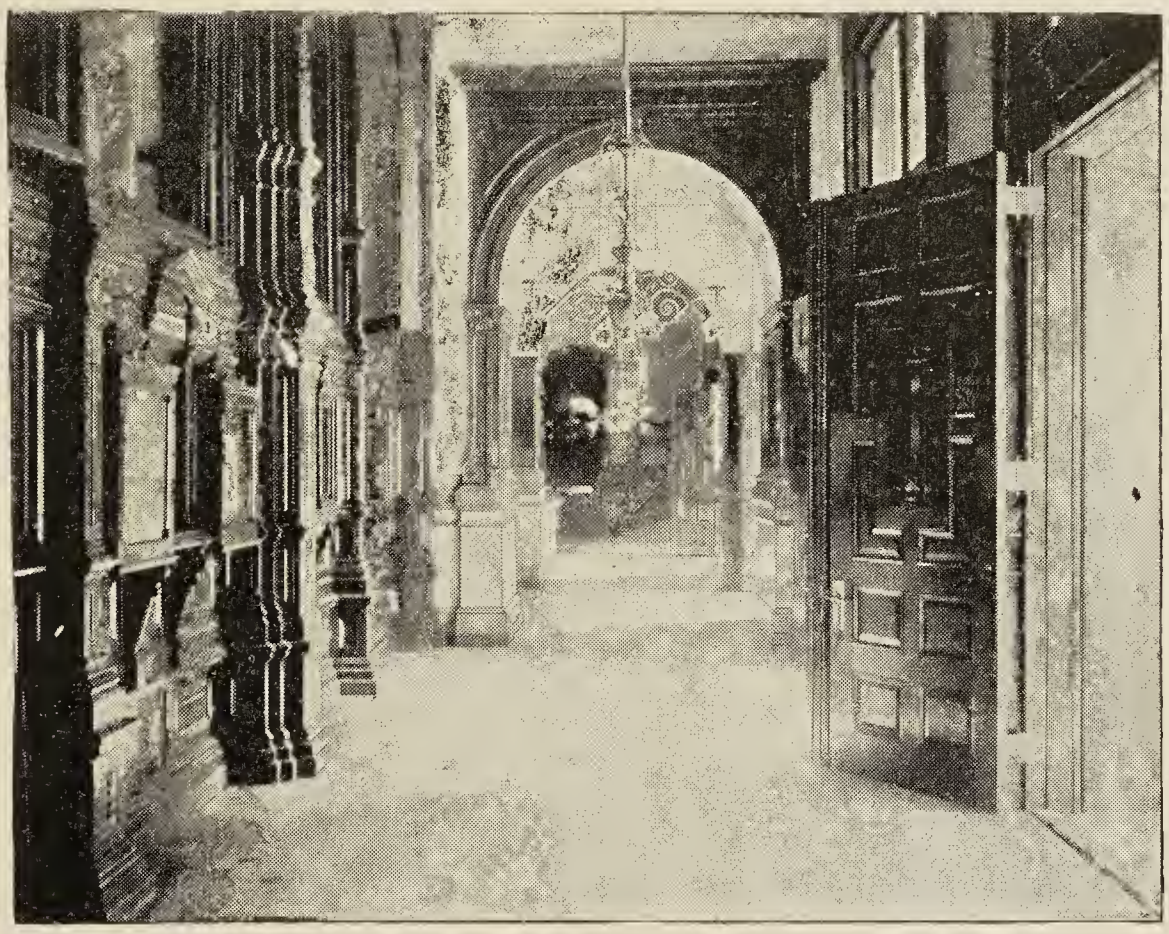


THE PITTSBURG MONEY ORDER OFFICE.



THE CASHIER'S OFFICE.

rushed into the main room on trucks and opened on a special table. The time when the city mail is received is instantly marked on the back of the letters and soon it is all distributed to the boxes and the carriers. The city division is separated from the mailing division partly by a wire screen and partly by an imaginary line, and the general arrangement is such that it is not necessary for the clerks in one division to invade the territory of another; so that none but those in a given division can be held responsible for any loss or



SMITHFIELD STREET CORRIDOR, PITTSBURG POST OFFICE.

error within its boundaries. The mailing division, like the city division, is so arranged that there is not a bit of superfluous handling of mail either in distributing or in pouching. The arrangement of the office, a thing of the greatest importance, is next to perfect; and all through are signs of the model post office.

The Washington City office is notable for the great amount of free ordinary and registered matter which it is obliged to handle for the Government. The registry division ranks, in number of pieces handled, third in the United States, while in regard to revenue it ranks tenth. The enormous Government values passing through this registry office amount annually to some $530,000,000. Of this



THE SPECIAL DELIVERY BOYS OF PITTSBURG.

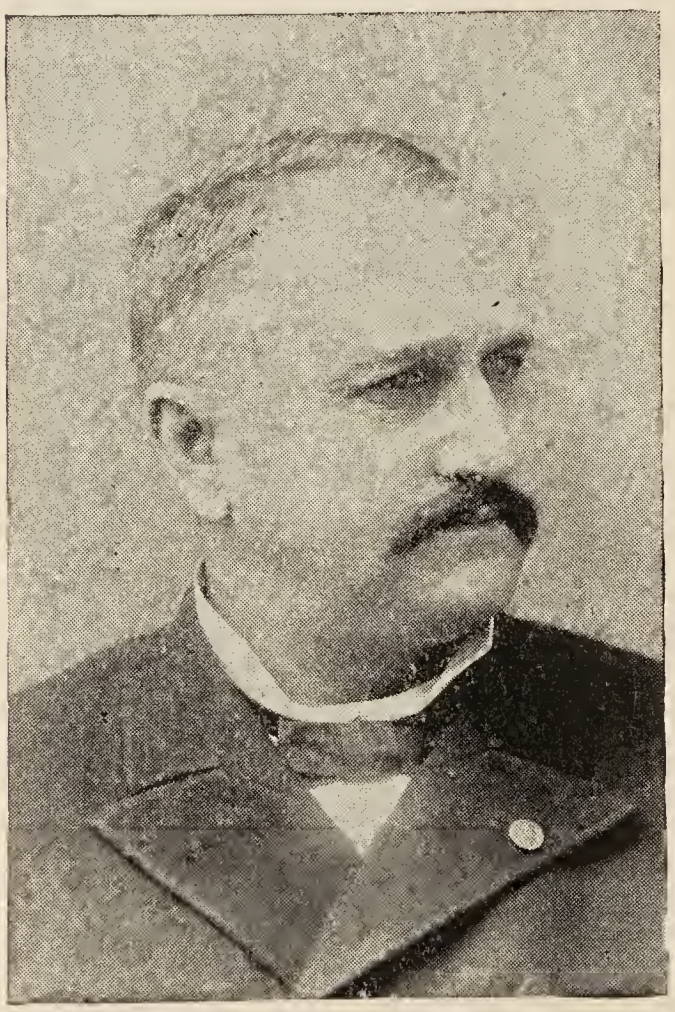
amount some $160,000,000 is in revenue stamps sent from the United States Treasury to the various collectors of internal revenue throughout the country. This amounts in bulk to about 450 tons annually. The total weight of registered mail per annum is about 1,650 tons; and this is now increased by the establishment of a postal card agency in Washington for a dozen states. All the supplies of stationery, typewriting machines, etc., sent by the Treasury and Interior Departments to collectors, receivers of land offices, Indian schools, etc., are registered at Washington. This system actually saves the other Departments millions of money the



country over, which would otherwise be spent for expressage; and if the Post Office Department were to be credited with these amounts, the postal deficit would entirely disappear. During the fiscal year ended June 30, 1892, there were handled at Washington 69,159 paid registered pieces and 346,451 free registered pieces. Were the office to receive the registry fee of ten cents on each of these pieces, the revenue would amount to $41,561. Were the postage paid on the 1,650 tons, all rated as third class matter, the amount would be $264,000, a total in all of $305,561. As it is, the Washington office receives less than $7,000 in registry fees! The total expenditure for clerk hire is $224,100 per annum. So, if

the registry work received its dues, it would pay all the salaries of the clerks, as well as the greater proportion of the salaries of the carriers. The mailing and the registry divisions together dispatch about 6,000 tons of mail annually. The estimate placed upon the total free matter handled is seventy per cent. of the whole.

According to this estimate Washington would rank fifth in importance among the post offices of the country, for New York, Chicago, Philadelphia, and Boston would be the only cities to outrank it in gross earnings. The business done in the Washington office is equal to that of St. Louis and Cincinnati combined, and to three times that of Baltimore. But if Washington really ranks fifth in the amount of mail matter forwarded, it is unrivalled with regard to the value of the mail matter handled. In an average year there are forwarded for the Post Office and Treasury Departments alone almost 800,000 registered letters and parcels which are valued at almost a million dollars; and during the ten years from 1880 to 1890 the values which passed through the Washington office aggregated over $5,600,000,000. It is estimated that if all this had been sent by express, it would have cost the Government over $1,000,000. And the increase in the amount of registry business is enormous. In 1881 less than 600,000 pieces of registered matter were handled. In ten years the number had swelled to 2,100,000 annually. In eight years the business of the Washington office increased 257 per cent.; and for the same period Philadelphia's increase was eighty-two per cent., Chicago's seventy per cent., New York's sixty-two per cent, and St. Louis's fifty-one.



CAPT. HENRY SHERWOOD,
Postmaster at Washington City.

The postmaster at Washington is Capt. Henry Sherwood, a Michigan man, who was born in Avon, N. Y., in 1844. He was a member of Company C, in the Fourth

Michigan Cavalry, and he lost a leg at the Battle of Lattimers' Mills. In 1866 Captain Sherwood was appointed a clerk in the War Department. In 1868 he was assistant doorkeeper of the Fortieth Congress; and he was postmaster of the Forty-Third and Forty-Seventh Congresses. At the end of that Congress he was appointed assistant postmaster of Washington by Mr. Frank Conger. After holding that position eight years he was appointed postmaster upon the appointment of Hon. John W. Ross as District Commissioner.

The Washington post office occupied for years a dingy, rickety death trap on Louisiana Avenue. The passage of legislation was finally secured to provide not only for an immense, beautiful post office structure on Pennsylvania Avenue, but also for a temporary office to be rented for three years, until the permanent quarters should be ready. The five hundred employees of Postmaster Sherwood's force are at present quartered, therefore, in a fine four-story brick building on G Street near Seventh.



MAJ. A. W. WILLS.

A typical Southern post office — though perhaps it is not typical so much as it is surpassingly efficient — is enjoyed by the people of Nashville. Major A. W. Wills has been postmaster. He was born in Philadelphia in 1841, went to school at the Tremont Seminary in Norristown, and began to study law. This was when the war broke out. He volunteered, with three of his four brothers. His regiment, the Anderson Cavalry, met its first service in the battle of Antietam. Then the regiment went South, having enlisted for service in the army of the Southwest. After an active service of a year in the cavalry, Major Wills was assigned to staff duty, receiving the appointment of captain and assistant quarter-

master. For several years he was depot quartermaster at Nashville, and his disbursements covered millions of dollars. When the war ended, at the request of Gen. George H. Thomas commanding the armies of the Southwest, on whose staff he was then serving, Major Wills took charge of the purchase of national cemetery lands in the Southwest and constructed the national cemeteries at Corinth, Miss., and Pittsburgh Landing, Tenn. He also served on the staff of General John F. Miller, who afterwards became senator from California. He was brevetted major and lieutenant-colonel for meritorious services and for bravery in the battles of Antietam and Nashville. As quartermaster Major Wills had a force of fifty-two clerks and at times as many as a hundred employees. General Thomas was anxious to have him transferred to the regular army, but Major Wills had had enough. He spent a part of the year 1868 in Washington with his two principal clerks settling his various accounts. He had formed an attachment for the Southern country, and it was better for his health; so he returned to Nashville and began the practice of law, having married Miss Eleanora Willauer, daughter of Dr. I. B. Willauer of Nashville and grandniece of Anthony Van Leer, an original iron manufacturer of Tennessee. Major Wills is a bustling business man. He is a director in the Sheffield, Ala., Land & Improvement Company, and president of the Alabama Iron & Railway Company. The people of Nashville have freely said that this Republican postmaster has given them a better service than they ever had before. Major Wills has put on collectors' carts, established sub-stations, and won the patrons of his office to him by numberless small attentions intended to take them into his confidence, win their honest criticism, and secure their good ideas and support in furthering his own ideas and efforts. He asks the newspapers for their advice, makes announcements of his purposes. He is intensely interested in politics also, as his good lady is in literature and art.

The experience of Major Wills at Nashville is undoubtedly not unlike that of many others. He must be a walking encyclopedia, the judge of every man's credit in the town, liable to be obliged to give his report in detail when called upon by some suspicious stranger — for the suspicious stranger calls, rather than risk a stamp on an unknown postmaster. If a man mails a letter improperly

addressed or with insufficient postage, or writes a letter and fails to mail it at all, the postmaster at Nashville, as elsewhere, is to blame. To cite a case: A colored man called at the Nashville office regularly every morning for more than two weeks for a letter from a neighboring town, and was assured at the general delivery window that no such letter had come.



THE NASHVILLE POST OFFICE.

"But, boss, dah mus' be a letter for me; Brudder Jones was out dar an' see it writ."

This led the post office people to suspect that there was something wrong and an inspector was put upon the trail; but he could find no irregularity. For several months nothing further was heard of the case, but at last one day the general delivery clerk met the troubled patron and asked him about the matter.

"Bless yo' life, boss, I done quit havin' any mo' trouble dat way. De ole 'oman done come home now."

"But what about the letters she wrote you when she was away? Did you ever get them?"

"Yes, boss. De ole 'oman write one every day an' jes' put it right down in her trunk, and when she come home she went an' fotch 'em every one."

Hardly a day passes in the Nashville office that some one does not ask when he will get an answer to a letter just mailed, not telling its destination, of course; and the puzzled clerk is led to ask why, if

a postmaster knows how long it takes a letter to go and how long its answer will be in coming back, he shouldn't also know how long it will take the addressee to answer it, or whether he will answer it at all or not? No sacrifice is too great, no duty too onerous for the patient, mild-eyed postmaster. The man in search of the stamp window always finds the registry department or superintendent of carriers, and the man who is sent to the "second window below" invariably turns up at the third or fourth window. But when a woman with a contralto voice pitched an octave too high comes with a letter "written on snow white paper with snow white fingers" and wants a "snow white stamp" it is too, too much.

The people who come with packages to weigh are perhaps the worst enemies a postmaster has. Cold law compels him to ask what is in the package, and this question is objectionable to ninety-nine out of every one hundred package senders. A young woman comes tripping up and hands in a package done up in a neat white paper and tied with a blue ribbon, and asks:

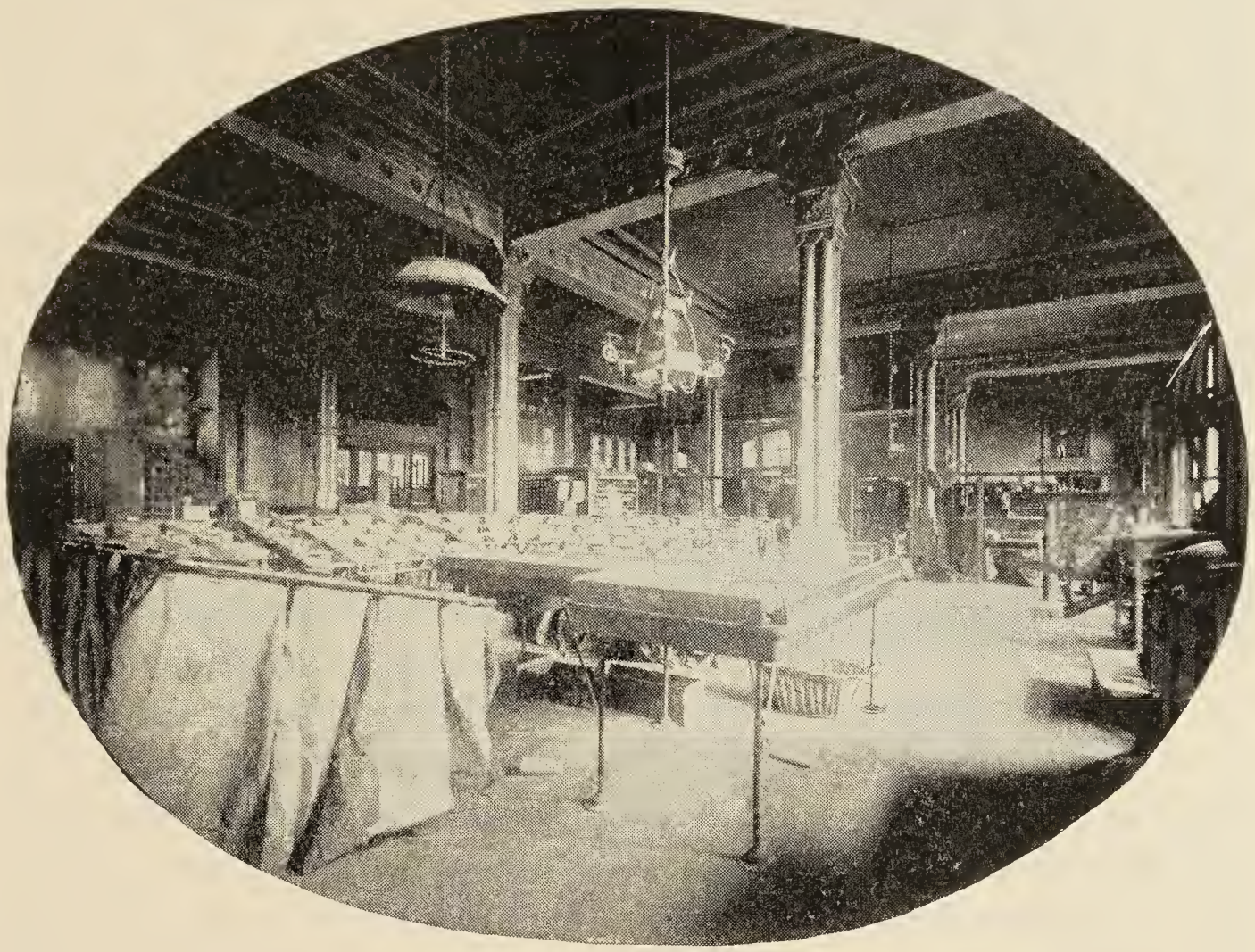
"What's the postage on this bundle?"

The postmaster cannot tell and asks what is in it. Of course, it may be handkerchiefs, or printed matter, or "returned manuscript." In most cases it is articles "returned for revision"; and the abandon of the miss who is mailing them gives way to indignation when she is forced to say "old letters."

The sorrows and secrets of a great many confiding souls are post office property. If a truant husband has left a sorrowing wife, the postmaster is taken into the secret; if a woman receives an anonymous letter, the postmaster is advised; if a jealousy between husband and wife spring up, it will in some way come to the postmaster's ears, and he is expected to know all about suspicious letters and so on in all the rounds of partnership and family differences. People call for express packages and railroad tickets, and want to register trunks, bird cages, looking glasses, clocks and a hundred other unmailable things, and are astonished that the postmaster refuses to take them when "all the other offices do it." Not one in a thousand reads the printed instructions on anything. Almost every day some stranger wants a money order cashed without identification, and he is certain "this is the first office I ever struck that asked a man to be identified"; and then flies into a passion and

informs the postmaster that he will hereafter have his money sent by check on the bank when he goes again to a "one hoss town." The postmaster usually reasons with this class of cranks, and the result generally is:

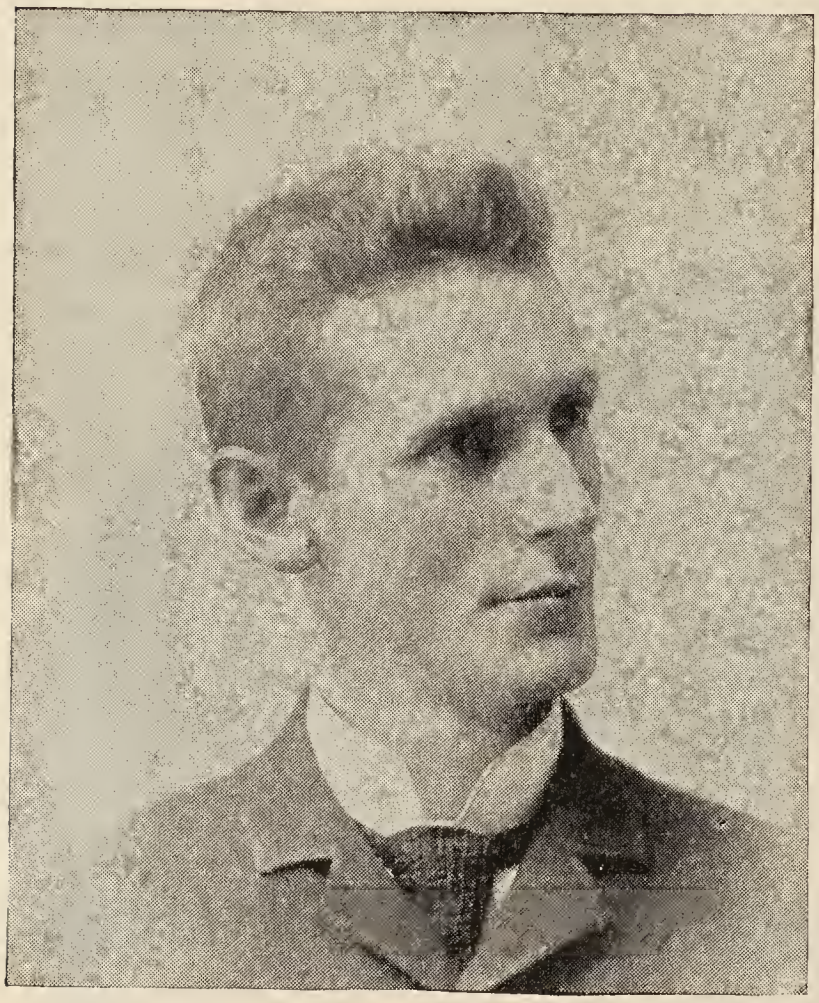
"Well, that is so; and strange I never saw it in that light before. What an idiot I am, anyhow."



THE MAILING ROOM IN THE NASHVILLE OFFICE.

The experiences of the far Western postmaster in the "boom" town are very interesting, if not actually thrilling. Take the cases of Oklahoma City and Guthrie. In Guthrie was one of the most capable and progressive postmasters in the whole service. His name is Dennis T. Flynn. He is but thirty-two, has a fine, smooth, aquiline face, and that he is trusted among his people and at the Department alike is certain, for he has been the chief adviser of the Department in business and political matters and is now congressional delegate. Another applicant for the Guthrie office insisted that he had the promise of appointment; so that, although Mr. Flynn had been appointed some months before, he did

not take possession of the post office until the famous 22d of April, 1889, at twelve o'clock noon. He was not a "sooner." He arrived in Guthrie on the celebrated "first train."



HON. DENNIS T. FLYNN,
Congressional Delegate from Oklahoma.

Mr. Flynn had taken this means of conveyance, believing that no wagons or horseback riders could outstrip a steam train running forty miles an hour. But he was surprised and disgusted to find on jumping off (and turning a somersault in the operation), that a city of 2,500 people living in tents, or not living in anything at all, were already locating town lots. There was no time for meditation. The United States Land Office had been partly constructed, and as it was the only frame building in sight, everybody except the "sooners" entered the grand, free-for-all foot race for its portal, thinking to obtain some idea of the "layout" of the town site. Mr. Flynn was among the most fleet footed, and he arrived at the Land Office along with others amid cries of "Keep on the move," "Don't stop there," "That's my lot," from the mouths of the "sooners," and echoed on all sides. The "sooners" were already stretching their clothes lines; and though the Land Office was but eighty rods from the railroad station it seemed a mile, and Mr. Flynn has since expressed his deliberate opinion that that race of eighty rods among clothes lines, soldiers, United States deputy marshals, six-shooters, Winchesters and oaths, was the most exciting of his life.

At the Land Office Mr. Flynn met Mr. George M. Christian, assistant superintendent of the Railway Mail Service, who had already been sent to Oklahoma to open a post office, and he told Mr. Flynn that he had located the Guthrie office on the Government acre. The

new postmaster visited the new site and found a tent about ten by twelve with a sign "Post Office" attached to it, daubed in red colored ink. Inside was a railway postal clerk in charge. Having no commission and not being acquainted with the clerk, Postmaster Flynn was refused admission. His valise was not even admitted.

He had as yet secured no lot. But he had seen the location of the post office, and as he was satisfied that the land upon which the tent stood was not a part of the Government acre, he speedily paid one dollar for two shingles, which he at once labelled "taken by D. T. Flynn," and stuck them in the ground twenty-five feet apart. The town was not surveyed, and of course there were no streets, and everybody was claiming lots which others were claiming. Before morning as many as ten tents were pitched on the ground claimed by Mr. Flynn, and as the ten tents faced in ten different directions, and as every owner claimed that his tent faced the street, here was some confusion. Pandemonium reigned. No one slept the first night; and as there were no lamps or even candles the dark seemed darker than usual and yet more hideous with the cries of the Western boomers.

On the evening of April 25 the new postmaster was notified by telegraph from Washington to take possession of his office, as his commission had been issued. Up to this time but little attention had been paid to the post office by anybody. All were too busy trying to take and hold their lots. The next morning at four o'clock the new postmaster took charge. He had four clerks. He had telegraphed to Arkansas City for lanterns, and improvised fifty pigeon holes for letters, and had paid $10 for a board twelve feet long and eighteen inches wide, which was used as a counter upon which letters were delivered.

By ten o'clock — this was Friday — Mr. Flynn discovered that if something were not done and that right away, the new postmaster and his clerks and their tent, pigeon holes, ten dollar board and all, would be tramped under foot by the anxious, surging crowd which had at last begun to realize the importance of the post office. The postmaster called upon Captain McArthur, in command of the troops stationed at Guthrie, and he promptly furnished a company of soldiers to assist Mr. Flynn and act under his directions. When the



THE GENESIS OF THE GUTHRIE OFFICE.

soldiers arrived the crowd had grown to three thousand men. Fortunately they were good natured. They realized that nobody was so anxious to deliver their mail to them as the new postmaster himself, and upon his request they quickly formed four lines in front of the tent, where, with a line of soldiers between them, they proceeded in turn to call for their mail. In the midst of the worst dust and sand storm ever known in that country, the postmaster and his assistants handed out the letters, which they had tried to assort in alphabetical order on Thursday night. They had not stopped this work for dinner; but at nine they were obliged from sheer exhaustion to close the tent, to the intense disgust of many of the settlers, who had actually stood in line all day waiting for their chances to call. But they did not leave their places, and at four o'clock in the morning the postmaster and his clerks were again at work, wakened by the cries:

"O postmaster, you opened at four o'clock yesterday morning!"

It was not too early for the boomers. Their camp fires were burning along the line for fully three quarters of a mile, and all was activity and bustle, with their coffee making and joke cracking.

The postmaster had by this time obtained two hundred dollars' worth of stamps from the postmaster at Arkansas City, and after breakfast, having sworn in six of his friends as additional clerks, Mr. Flynn, refusing to sell any individual more than ten cents' worth, proceeded along the lines to make his little stock go as far as it would. By four in the afternoon of Saturday all his stamps were sold, and some speculators who had brought a quantity with them began selling two-cent stamps at twenty-five and fifty cents apiece. The postmaster could do nothing for awhile to prevent this; but when his supply came and the settlers learned that the postmaster had plenty of stamps and did not charge more than the regulation price for a single one of them, he was the most popular and sought after individual in the territory.

It made no matter how many hours the postmaster kept open, or how many clerks he employed; the line of callers was never diminished night or day. Speculating in places in the line soon began, and many who had nothing to do (and who never received a letter in their lives) would take places like anybody else, and after wait-

ing a night and part of a day, would reach the front of the tent and then for five or ten dollars would ask for the mail for less fortunate, or more fortunate strangers, who had been too busy to stand in line.

In order to break up this practice, the postmaster on Monday, April 29, swore in ten more of his friends in addition to the seven already employed; and he then was able to announce that in addition to keeping the clerks in the tent at work he would also proceed to call out the names on all his letters, one after another, from an improvised platform, made out of boxes, which should be put up in the midst of the crowd. At six o'clock on Monday morning Mr. Flynn and ten of his clerks mounted this platform and began to call alphabetically every letter in the tent. If letters were not called for, they were promptly returned to the inside. The first day of this auction, as it was called, twenty thousand letters were delivered outside the tent, and the letter Z was reached at 6 P. M. Eleven men were calling letters at the same time, and it took over ten hours of very hard work to complete the operation.

Tuesday morning the frame of a building twenty-five by fifty feet was begun, and Thursday night the lock and call boxes in the new post office, the former at $3 per quarter and the latter at $2, were all rented; and there were cries for more. Friday morning the new post office was opened. Even with the help of the military the postmaster and his men could not handle the crowd. Postmaster Flynn had at once had six general delivery windows, marked in sections of the alphabet, cut in the north side of the new building; and even under these circumstances it was not possible from that time till September entirely to break the six lines of anxious men standing all the hours of the day. The registry business and the delivery of women's letters was the only work transacted inside. The crowd was good natured enough to christen the post office "Flynn's Livery Stable," as the holes cut in the sides of the building so much resembled those in the side of a stable. In January, 1890, the postmaster moved to a brick building near by. But on the first of April last, he returned to the lot upon which the office was originally located; now there is a handsome room twenty-five by eighty, virtually on a corner, with furniture and fixtures as handsome as any in the West, outside of Government buildings.

The receipts of this wonderful post office have never been less than $10,000 annually, since its opening, and of course they have marvellously increased.

The articles offered for mailing in the early days would stock a curiosity shop two or three times over. Paper and envelopes were scarce, so that cuffs, collars, and shirt bosoms, and every conceivable article which could be written upon were mailed, with the proper postage prepaid and the address on the one side, and the most realistic if sometimes awkward descriptions of the grand opening of the territory. In only a few days five hundred special delivery letters had been received, and as the postmaster had no receipt blanks, the addressees very accommodatingly agreed to remember that they had received them. One would come addressed to "Mr. Whitkins, near big tent," all of which was very graphic, to be sure, but not definite, as there were fully ten thousand tents in town. Another would come for Mr. Burdock, "at a cheap restaurant." These utterly failed of delivery, as every restaurant in the town charged not less than $2 as the price of the hospitality of a single meal. Still another came addressed to a man (not Simpson) "with no socks."

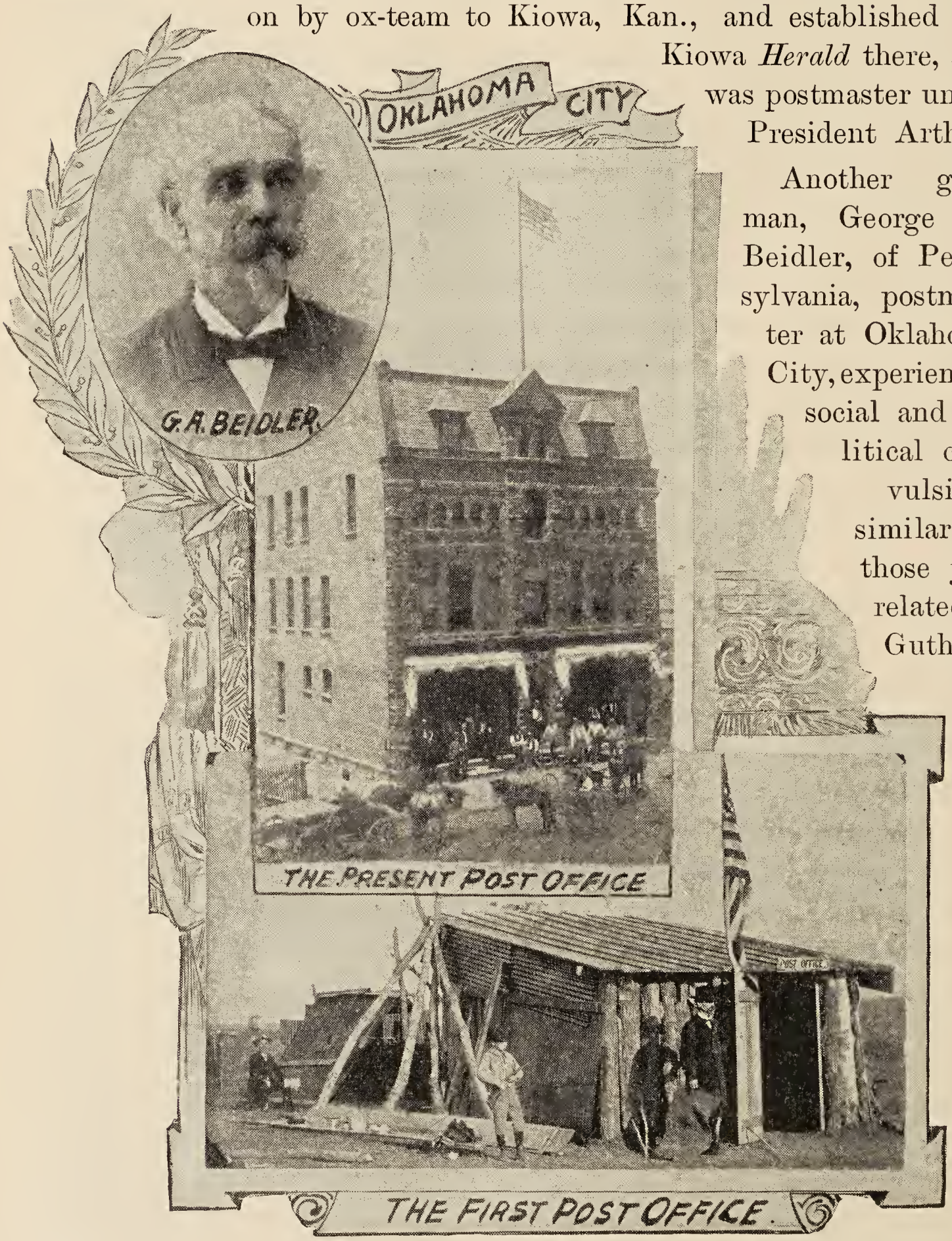
A great difficulty lay in the fact that hardly a name could be called out that some other person of the same name, if not of the same initials, did not also reply. Mr. Flynn was at the general delivery window one morning. A man called for his mail. There was none, and he was so informed; but he was also informed that another person of the same name, even to the initials, had previously been at the window. He began to rave; but fortunately for the postmaster another man only a few feet distant from the line interjected:

"You're a liar! That's my name, and you have been stealing my mail!"

The two men, made acquainted in this fashion, afterwards found that they were first cousins. There were two brothers named Billy in Guthrie at the time. Neither knew where the other was, neither had seen the other since the war; but they met at one of the windows of "Flynn's Livery Stable."

The remarkable fellow who came to the top in all this scurry and shuffle was born in Phœnixville, Pa., was sent to an orphan

asylum after his father and mother died, learned the printer's trade, studied law in Buffalo and lived there until he was twenty, went to Riverside, Iowa, and established the Riverside *Leader*, travelled on by ox-team to Kiowa, Kan., and established the Kiowa *Herald* there, and was postmaster under President Arthur.



Another good man, George A. Beidler, of Pennsylvania, postmaster at Oklahoma City, experienced social and political convulsions similar to those just related of Guthrie.

Before the opening of the Oklahoma country, and up to the twenty-second day of April, Oklahoma Station consisted of a railroad house, telegraph office, watering tank, post office and five houses.

From this station goods and merchandise received over the Atchison, Topeka & Santa Fé were forwarded by wagon trains across the country to the military post of Fort Reno, thirty-two miles distant, and also to the Indian posts of Darlington and Anadarko, beyond, so that Oklahoma station was rather an important forwarding point. The mails for Fort Reno, Darlington and Anadarko were received from north and south daily over the railroad and by four-horse stages, and mails were dispatched daily to Fort Reno, Darlington and Anadarko. There were probably thirty-five people at Oklahoma station. They were the railroad agent, the telegraph operator, track repairers, the Government forwarding agent, the commissary agent, soldiers and the postmaster. Some of these had their families with them. The mail consisted probably of one hundred letters and one hundred papers daily. There was no post office nearer than Fort Reno, thirty-two miles west, or Purcell, thirty-two miles south. A post office was first established in February, 1888. The first postmaster was soon relieved; so also the second. On March 20 Mr. Beidler was appointed.

The new postmaster arrived at Oklahoma Station April 11, with his little boy Chase, with gloomy misgivings. It was the midst of a wilderness and late in the evening, and instead of being welcomed, they were taken to task and questioned sharply by the soldiers, who were preventing people from leaving any of the trains that stopped. Mr. Beidler assured the soldiers that he was the newly appointed postmaster and was allowed to remain. Lodgings were extremely scarce, but the strangers were directed to a building some distance from the railroad occupied by Captain Sommers of the quartermaster's department. They stayed here until the fifteenth, when the new postmaster relieved the old. There was considerable shaking of heads; for the "leading citizens" did not know who the new postmaster was, nor was the idea settled in their minds that there was ever to be a new postmaster at all. But after building out of old logs a temporary stockade, Mr. Beidler moved the office from the old postmaster's quarters. That same day it was in running order as a United States post office with the stars and stripes floating over it more proudly than if it had been a $6,000,000 post office, custom house, United States court house, and what not, all combined.

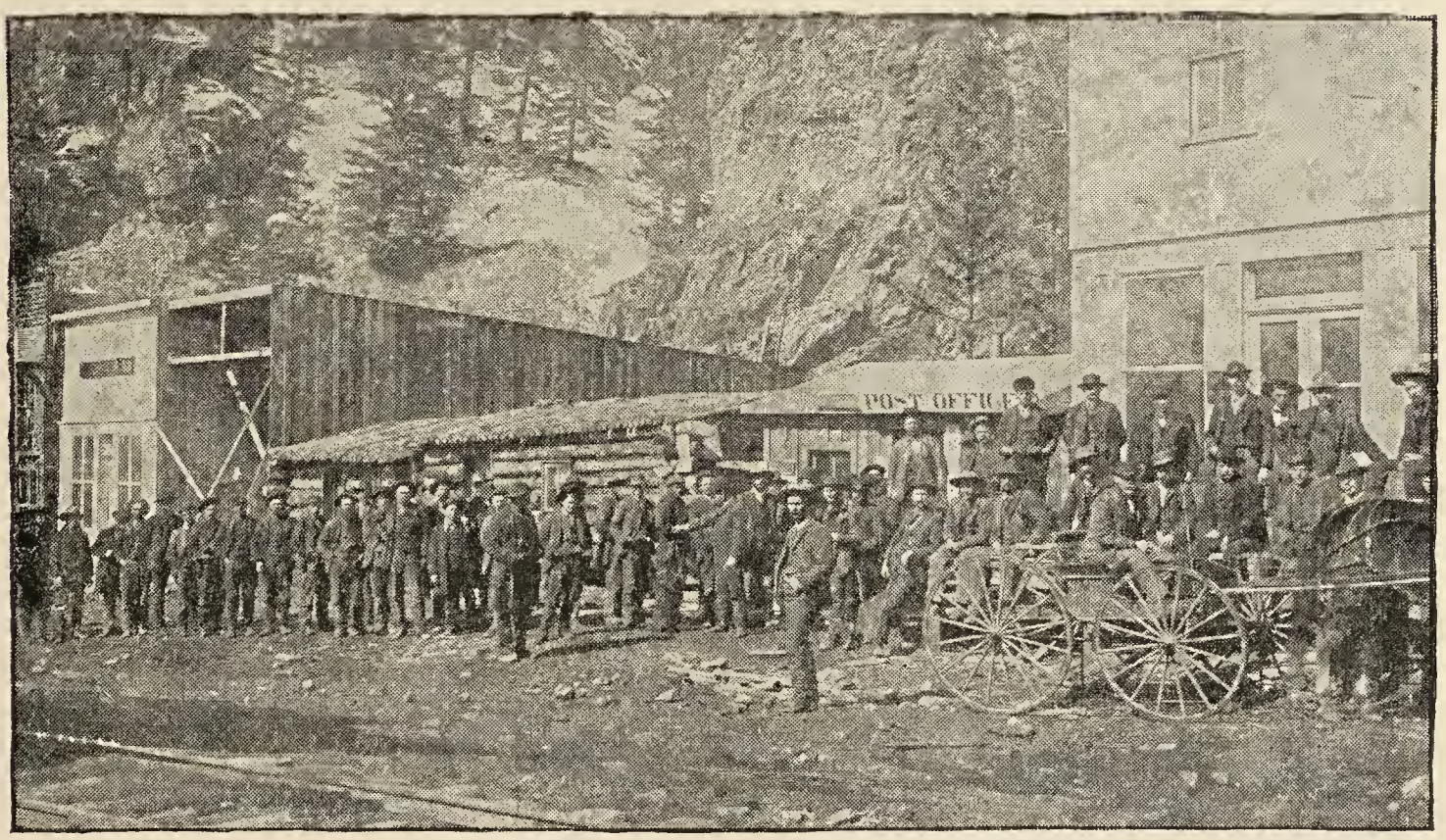
Business was very light for a few days. But only a week intervened till the opening day; the avalanche was coming on the twenty-second. With the first trains in the afternoon came immense quantities of mail, and the new comers arriving by train and wagon, on horseback or on foot, seemed immediately to surround the little post office. Then there was no rest. Men, women and children clamored all at once for their mail. The postmaster and his clerks would take turns calling off names at the top of their voices; and that they did for weeks. The two lines at the general delivery window extended squares and squares, and they did not break or weaken from four in the morning till eight o'clock at night. The postmaster and his small son slept, valuables within reach, among the bags, on top of the mailing table, anywhere; and frequently the postmaster, and the boy, too, were kept up for the noise, until three in the morning, in a vain struggle to gain on the distributions. Six men were at work and they had their hands full for months afterwards. The postmaster's bill for clerk hire was a snug $500. The clerks were constantly besieged by individuals looking for their mail out of turn. Some stuck out a quarter; others a nickel or a dime, others a half dollar, or a dollar. It was a polite point with the employees of the Oklahoma office to wait upon the women first; and men would go to the women and prevail upon them to ask for their mail. Some would have a number of men's names to inquire for, their husbands, brothers and uncles, of course. Some would have tales of woe about their aunts, who were very sick, or about their children, who were dying. Some of the "merchants" had boxes of their own which they nailed up.

With all the rush and crush and the army of malicious and mischievous, Mr. Beidler was never robbed, from first to last; nor did he lose a cent, or a register, by theft or otherwise. One night a clerk overheard persons outside cheerfully arranging to rob the office; but a soldier guard for several nights stopped all this. Once the postmaster was told that unless he engaged sufficient help the office would be mobbed, but it was never done.

Mr. Beidler kept the post office in the stockade for several months. Then he moved; and later he moved into his present roomy quarters. This was in July, 1890. The business of the office is steadily increasing. Oklahoma has nearly ten thousand

people now, and gas and water works are built. Fine buildings are going up in all directions; where the old stockade stood is now solidly built over for half a mile.

In July of 1891 the people living in the little collection of miners' locations in the gulch of Willow Creek, down in an unobtrusive corner of southwestern Colorado, believed they had arrived at that dignity which entitled them to postal service and accordingly drew up the necessary petition, which was duly forwarded to the Department. All this resulted, in due course of time, in the establishment of the post office of Creede, with C. C. Meister as post-



THE CREEDE POST OFFICE.

master. Mr. Meister was not named by the people because of any suspected aptitude for clerical duties. He was a prospector and a good fellow. Winter was coming on, when prospecting days would end. And it was decided that Meister could probably put the mail from the pouches into the candle box with about as great rapidity and as much eclat as anybody in the camp, also without visible means of support. So Mr. Meister got his commission and located the office in a surveyor's quarters; got his "batching" outfit in, used his dining table for the distributing board, had a cabinet constructed of canned fruit boxes, and pasted a few numbers from an insurance calendar on the fronts. For a time the camp was proud and happy.

But other people began to see in the mineral "finds" of Creede a greater destiny. Strange names, which were hard to spell, began to appear on the increasing piles of letters. The postmaster put them in the boxes religiously and felt injured if the owners who found their mail on top of Bachelor Hill or on a cracker box in the store across the way objected to his system. One day in December the railroad was completed; with it came a greater pile of mail than in all the nightmares caused by the increasing worry Postmaster Meister had ever dreamed of.

The complaints came in so fast that Mr. Meister came to the conclusion he "was not cut out" for a postmaster, and in one of the piles of letters he did get out on time one day was a meek but emphatic resignation and request for immediate relief from official life. While the missive was on its way Mr. Meister felt something must be done. He owned a cabin on the other side of the gulch and one day moved the office thither. It was not a large office, but it had been built in less time than the Government requires for fitting up a post office, and compared to the old one it was a palace; size, twelve by fourteen feet, ceiling sufficiently high to allow standing erect, but no more, one window to admit the light. There was room for the cabinet, for a distributing table sufficiently large for stamping letters, a bed for the weary postmaster at night, and the all-important stove. Probably ten persons could get into the space left for the public, if one were not too grasping.

Mr. Meister had scarcely "located" when the West awoke to the fact that Creede was a great camp, and everybody tried to get in "on the ground floor" on the same day. There it was that Mr. Meister's serious trouble began. A city of eight thousand inhabitants and a daily inflow of eight hundred more sprang up as in a day. They were men of business who got mail, and they needed it in their business. From the little bundle of letters, which even Mr. Meister could soon distribute, the daily incoming mail to Creede reached many thousands; while papers — well, Mr. Meister did not consider them worth bothering about, and why should he, now?

The post office of Creede about this time was probably conducive of more profanity than any one thing which ever existed in the postal service of this land before. Mails went here and there as if possessed of fiends incarnate. Men wanted money to do business

with, wanted bills of goods shipped, wanted advices from headquarters in real estate and mining deals, wanted papers, wanted letters from home and a hundred other things which they did not get, or, when they did, found them open, or miscarried, or got them all out of the office at once, as if the fates had relented after a time and showered all upon them in one instalment.

Hundreds of men stood in line in front of the Creede office in the snow, freezing from without but burning within with rage and making the very atmosphere bluer with profanity than it could have been with cold. Once inside the man whose turn had finally come swore at the postmaster, swore at everything, knew there was mail there for him. He had a telegram saying it had been sent a week before and he wanted it. Then he swore at the man behind him, who swore at him, who in turn found his words echoed by the man behind; all of which seemed to excite the weary and wild-eyed postmaster behind the window who, through it all, had but one letter in mind — the one which would release him from thraldom and inflict his punishment on the man appointed to fill his place. Assistants he tried, but still the men cursed and things seemed to get worse instead of better.

Light in the darkness came in a bright little woman who had floated in with the boom; it was she who took hold of the mail with tact and good memory and judgment. In a measure Meister's load was lightened. With two assistants and himself a species of order was brought out of chaos, but still the letter that he looked for never came. The business at the Creede office at this time was from five thousand to ten thousand letters a day, and no sooner was one set of names half learned than the patrons had gone away (mail to follow), and others had come to fill their places. Thousands of parents had written to long lost sons in the hope that they had floated in with the new excitement. Valuable mail was coming registered, and the facilities for handling it were none. The advertised letters were four thousand in one month.

The little woman conceived a way to get rid of the piles of untouched papers. She caused a notice to be posted outside during the rush:

> ALL MAIL UNCALLED FOR AFTER THIRTY DAYS
> WILL BE BURNED ACCORDING TO LAW.

With such a sign staring them in the face the men in line watched the sparks fly from the stove-pipe protruding through the roof, their minds filled with the knowledge that many letters lay inside despite their daily calls. Groans would be sent after each spark somewhat in this wise:

"That's my letter!" "There goes those deeds I've called for every day for two weeks."

"I'll never know whether my wife is sick or divorced."

"I wonder if he takes my offer on the mine or not?"

One was in no humor to talk sense upon getting to the window after freezing outside for an hour or two. This was shown in an expression dropped by a miner who was going to another camp.

"Send my mail to Cripple Creek, when you find it, and see that you do it, will you?"

"Write it down," came from the clerk who did not know the name.

"You go to —— ! Write that down, will you?"

There was one way to get your mail (if you had a box) without standing in line half a day. The bright assistant had a small son and the son was susceptible to insults. For a quarter, or a dime sometimes, the son would dodge between the legs of the men crowding the doorway and filling the standing space, pass behind the cabinet and emerge with your supply only to return with the next insult offered. In this way the son did a thriving business, though the men in line objected strenuously at the methods employed to dodge the line.

After weeks, long weeks, weeks of anguish of mind and loss of money, Mr. Meister one day found the letter he had waited for. Another took possession of the office. In the meantime the rush at the Creede office had reached some regular basis, and the creation of the second office for the camp at Amethyst, further down the gulch, had relieved the pressure. The new postmaster's first move was to secure a larger room capable of accommodating many, to increase the distributing facilities, to employ competent aid, and to bring about order as speedily as possible. Two thousand letters went to the Dead Letter Office the first month, and the list the next month was fully as large. Add a money order office department which averaged two thousand dollars a day, send out and receive still

several thousand letters a day, and some idea may be formed what magnitude of business a fourth class office may sometimes be called upon to handle.

At Leadville there was some such experience as here at Creede. The postmaster, ex-Senator Tabor, paid out over three thousand dollars in excess of his income in a few weeks for clerical services, and Mr. Meister was probably in as bad a strait. The Leadville postmaster made millions in mines while he was losing that sum, and the Creede postmaster made some money too; but for attention to his duties he might have done as well as Senator Tabor did. There is other danger for the postmaster in a boom city. He is in constant danger from fire, due to the haste and its inflammable materials with which the camps are constructed. Several months ago more than half of Creede was destroyed by fire, and it was only by the hardest labor that the postmaster at Amethyst saved his outfit and the mails. He did it and was open for business in a few hours. Danger from robbery is always imminent in such camps, where life at best is speculative and at times lawlessness is at its worst. Money comes and goes through the mails at such times in great quantities, and the postmaster must be alert and watchful at all times.

POSTMASTERS AT A CONFERENCE.



FEATURE of Postmaster General Wanamaker's administration was long ago observed to be frequent conferences of the different classes of officials and employees for an interchange of ideas or the decision of some difficult question. Now the inspectors are called together, now the railway mail superintendents, now a few county seat postmasters, now a few near-by postmasters to settle something quickly. The most notable and interesting conference of all these was that of half a hundred of the chief postmasters of the country. The Postmaster General most of all desired ideas; he knew that no one man could possibly possess all the good ideas, and, least of all, that the Postmaster General could be the one man to possess all the good ones about the postal service. In his business it had been his custom to call about him his clever men and discuss with them ideas of his, or of theirs, and either bring something out of them, or else conclude that there was nothing in them to be brought out.

This spirit had already permeated the postal service. Postmasters, big and little, had long before begun to see that they could be benefactors of the Department, if they made two postage stamps sell where only one had sold before, for that meant revenue; and revenue meant liberality on the part of Congress, and liberality on the part of Congress meant accurate, adequate service. The postmasters had all taken the view that the postal service was like any other business; if it were examined thoroughly, grasped, attended to, done economically and according to better methods, "boomed," it would grow and be profitable and appreciated like any other. As one of the postal experts has written:

"You know the astonishing results of the county-seat visits — how some 2,200 postmasters out of 2,800, with no hope of remuneration, have expended a sum estimated at not less than $100,000 from their own pockets, upon your simple request that they should do something to benefit not themselves so much as their neighboring offices and the service at large.

"Why should you not have 2,000, 3,000 or 4,000 agents each working with the same zeal to bring about a self sustaining basis in the postal service? The argument to be made to them would be the same as is made in your annual report, that Congress expects the postal service to be self sustaining, and will not vote it adequate appropriations until it becomes so; that, therefore, it is to the interest of every postmaster to help to bring about that result, since he will share equally with others in the ensuing results.

"They might work along two lines. It could be shown to them that the deficit for the current year will probably be about $4,000,000. It could also be shown that if, for the succeeding year, either $2,000,000 or $3,000,000 increased revenue could be gained, or $2,000,000 or $3,000,000 decreased expenditure brought about, there would be no question of the status of the Department for 1893. $2,000,000 is to the total revenues of the Department as 2 to say 70, or a little less than three per cent. What county-seat postmaster would not willingly try to show over and above the normal business of his county the further gain of three per cent. increased revenue? There would be a fascination and an emulation about this task, far greater, it seems to me, than could possibly enter into a simple matter of county visiting. Each one of these men, whose services would be thus enlisted, would be put upon his metal as a business man to show what he could do. If, as is often the case, he were already a merchant, ways and means would naturally occur to him.

"To employ figures for a moment, there are some 3,000 presidential postmasters. Perhaps one half or two thirds of these are county-seat offices. The total number of county seats is 2,800. Counting these and the presidential offices that are not county seats, the Department could rely upon some 4,000 patriotic men who would certainly do something, and almost certainly a great deal, in both of the directions I have mentioned. See what a small result might be asked of each one. Suppose the object were to gain $2,000,000, we will say, by two ways; first, by decreasing the expenditure $1,000,000, and second, by increasing the receipts $1,000,000. Each of these 4,000 postmasters would only have to bring about an increased revenue of $250, and a decreased expenditure of $250, or, to put it in another way, and allot an increase and decrease proportionately to each office, he would need to bring about an increase in its revenues of a trifle more than one per cent., and a decrease in its expenditures of a trifle more than one per cent."

This March conference of postmasters was no junket. Some of the visitors brought their good wives with them, thinking to show them Washington; but they saw less of them than they did at home. There were three sessions daily, one at nine, one at two and one at eight. The postmasters had luncheon at Mr. Wanamaker's house in I Street, and met the President and various members of the Cabinet, as well as ex-Postmasters General King, Hatton and Dickinson.

They were invited by the Post Office Committees of the Senate and the House to appear at the Capitol and explain and advocate some of the Postmaster General's proposed reforms. They were too busy to go in a body and sent a committee, and this same committee remained for a week after the conference was over, and appeared repeatedly before the committees, continuing their advocacies. A letter from the Postmaster General to Senator Sawyer, Chairman of the Senate Committee, accompanied fourteen bills (advocating postal savings banks, a postal telegraph and postal telephone, pneumatic tubes, fractional postal notes, the exclusion of certain so-called second class publications, the consolidation of third and fourth class matter, country free delivery and collection, extension of town free delivery, the insurance of registered matter, better regularity in the employment of substitute letter carriers, the re-classification of postal clerks, increased remuneration for fourth class postmasters, the preferment of veterans for collectors of mail, and the reduction of money order fees), which this committee elaborated and argued for; and a full account of their daily, open sessions, as well as the printed bills, later appeared in a Senate document of twenty-eight pages. There was hardly a man gathered at this conference who would not have made a suitable Postmaster General himself, or at least an assistant. Though there was no politics in the meeting (for there was no time for it, if there had been dispositions), every man among the postmasters was a politician, shrewd, tactful and popular, as well as a business man. As one has said:

"Other things being equal, the best politician makes the best postmaster. People who have pet theories about civil service and business qualifications and the like will dispute this proposition. But it is a fact, proven again and again. The best politician makes the best postmaster. All of the Department officials who have any ideas outside of their routine duties agree to this. And they offer a plausible argument in explanation. The man who is in politics appreciates in the highest degree the expediency of doing things which other people want. He strives to please. His energies are directed toward meeting popular needs. His mind is trained to catch the general desire. That kind of education lays the foundation for a good postmaster. The man who has been absorbed within the limits of his own business, and who doesn't touch politics or other matters of general interest, may have made money and established a reputation as a splendid business man, but he is apt to be only moderately successful as a postmaster. He is set in his ways, and bull-headed, and can't be made to understand that he is the servant of the people."

Mr. James Gayler, assistant postmaster at New York, represented Mr. Van Cott; Mr. J. M. McGrath, superintendent of delivery at Chicago, represented Colonel Sexton; Mr. B. F. Hughes, assistant postmaster at Philadelphia, represented Mr. Field; Mr. A. M. Cox, superintendent of delivery at San Francisco, represented General Backus; Mr. H. H. Muller, assistant postmaster at Cincinnati, represented Mr. Zumstein; and Mr. David Lanning, assistant postmaster, represented Postmaster Gardner of Columbus. The postmasters present were:

Thomas N. Hart, Boston.
John B. Harlow, St. Louis.
Geo. J. Collins, Brooklyn.
W. W. Johnson, Baltimore.
F. B. Nofsinger, Kansas City.
W. D. Hale, Minneapolis.
John A. Reynolds, Rochester.
James M. Warner, Albany.
O. H. Russell, Richmond.
John C. Small, Portland, Me.
R. A. Edgerton, Little Rock.
A. T. Anderson, Cleveland.
B. F. Gentsch, Buffalo.
Henry Sherwood, Washington.
E. T. Hance, Detroit.
W. A. Nowell, Milwaukee.
S. M. Eaton, New Orleans.
John Corcoran, Denver.
T. S. Clarkson, Omaha.
E. P. Thompson, Indianapolis.
John Barrett, Louisville.
Edw. A. Conklin, Newark.
James M. Brown, Toledo.
J. R. Lewis, Atlanta.
E. B. Bennett, Hartford.
N. D. Sperry, New Haven.
S. D. Dickinson, Jersey City.
A. W. Wills, Nashville.
W. P. Burbank, Lowell.
W. J. W. Cowden, Wheeling.
C. R. Higgins, Ft. Wayne.
S. S. Piper, Manchester.
B. Wilson Smith, Lafayette.

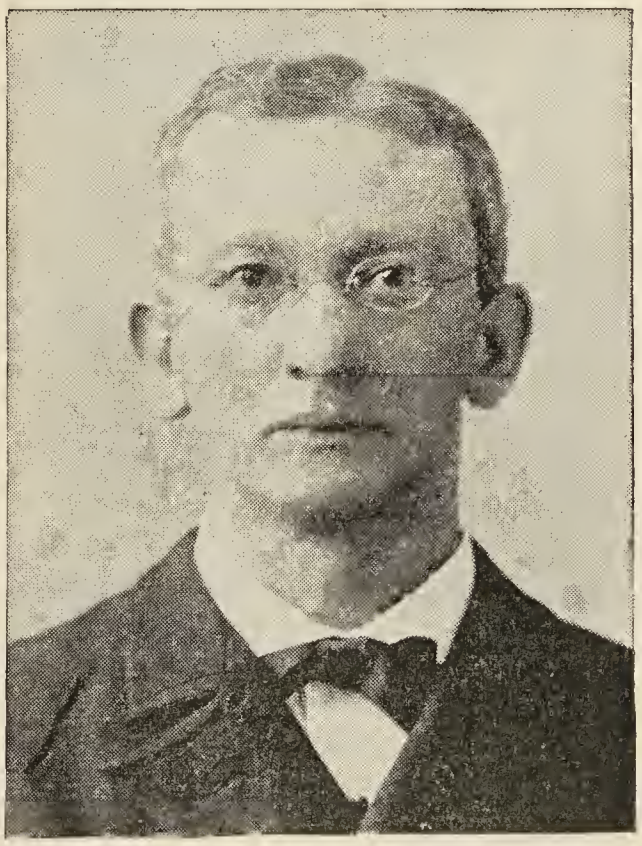
Mr. C. W. Ernst, assistant postmaster at Boston, was also present.

Some postmasters who were invited to the conference were not able to be present, and some who lived too far away were not invited. Theirs have been good American careers, whether they were present at this meeting or not, and every man is worth a careful word of praise. They were strong American men, full of the confidence of their people (or they could never have been selected), full of enthusiasm to justify to their people and to the political leaders who brought about their appointments, and to the Department alike which honored them with its support, the expectations of the most critical. They were actually of opinion that they really had no right to their post offices unless they did better than their predecessors.

The postmaster at Boston, Hon. Thomas Norton Hart, was one of the prominent figures, noticeable for his shrewd, Yankee face, and his spirited, business-like demeanor. Mr. Hart was born in North Reading, Mass., in 1829,


CHARLES H. GEORGE, Providence R.I.
COL HENRY M. PHILLIPS, Springfield, Mass.
LEWIS G. HOLT, Lawrence Mass.
HON HENRY ROBINSON, Concord, N.H.
HON. THOS N. HART, Boston
CAPT. S.S. PIPER, MANCHESTER, N.H.
W. HARVEY MERRILL, Salem Mass.
WILLIS P. BURBANK, LOWELL, MASS.
JOHN C. SMALL
COL. J. EVARTS GREEN, WORCESTER
A Group of New England Post Masters.

and went to Boston as a boy of thirteen to work in a store. He returned to Reading to school for a year and a half, but went to Boston in 1844 to work in a hat store. In eleven years he was a partner. In 1860 the senior retired from business and the junior partner organized the firm of Hart, Taylor and Company, a firm which was so successful that the future mayor and postmaster sold out, rich, in 1878. In 1879 Mr. Hart was made president of the Mt. Vernon National Bank, and in that year, too, represented Ward 18 in the Common Council. He was reëlected later, and in 1882, '85 and '86 served in the Board of Aldermen. Four years in succession the Republicans of Boston nominated Mr. Hart for mayor, and in 1889 and in 1890 he was elected,— the only Republican in recent years who had been equal to this task. His vote rose from something over 18,000 to something over 32,000; he found $3,300,000 in the city treasury and left over six millions. In making appointments Mr. Hart always looked to fitness first, thinking that the best politics. He treated government as a business, to be conducted on business principles, and with a view to the public good as the first and last consideration. Of Democrats in office he expected that they should abstain from active opposition to the government that retained their services. For the postal service he laid down the rule that new appointees should begin at the foot of the ladder, and that the advanced positions should be filled by promotions. He believes that the frequent collection and quick dispatch of mail matter is equally important with the frequent and prompt delivery of mail received. Mr. Hart accordingly quickened the service in the remote, as well as the near quarters of his postal districts, for he serves in Boston and her suburbs over 600,000 people.



MR. C. W. ERNST,
Assistant Postmaster at Boston.

The assistant postmaster at Boston is Mr. Hart's son-in-law, a newspaper man of very wide experience, and his private secretary in the mayor's office. This scholarly gentleman, Mr. Carl W. Ernst, was born in 1845, at Edesse, in Hanover, Germany. He was educated at home by his father, a prominent clergyman, at the progymnasium in Northeim, and at the famous Klosterschule in Ilfeld. He surrendered his German citizenship and emigrated in 1863, entered Concordia College at Fort Wayne, graduated in 1865 with honor, and graduated in '68 at Concordia Seminary, St. Louis, with honor. He had charge of the Lutheran parish at Geneseo, Ill., in '68 and '69, and at Providence, R. I., from '69 to '72. Then he began active newspaper work, and from '71 to '84 contributed much to the Boston *Advertiser*, the *North German Gazette* and the Providence *Press*, writing leaders mostly. From '84 to '88 he edited the Boston *Beacon*. Mr. Ernst has had many learned essays published, some of them being "On St. George Mivart and Evolution," "On Socialism in Germany," "Luther as an Educator," "Personal Characteristics

of Luther," "Easter Customs," "Wit and Diplomacy in Dictionaries" and "Law Reforms in Germany." He has prepared bibliographies of Boston orators and Boston ordinances, and has edited Ramsbach's Katechet, Keyl's Skeletons of Luther's Sermons, W. B. Weeden's Social Law of Labor, and Gautier's Wagner. In '88 he wrote "Principles of Tariff Reform" in advocacy of President Harrison's election. Mr. Ernst is a member of the Phi Beta Kappa, a member of the American Philological Society, and a fellow of the American Association for the Advancement of Science.



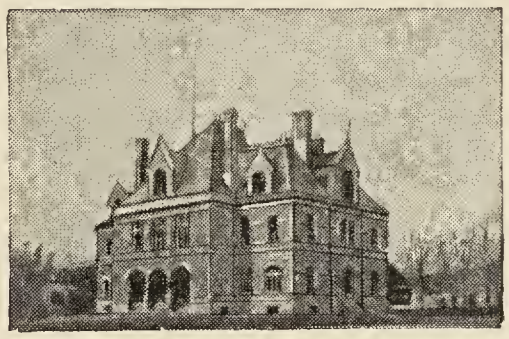
HON. JOSEPH H. MANLEY.

The appointment of Walter D. Stinson as postmaster at Augusta, upon the retirement of the redoubtable Manley, gave universal satisfaction. He had been ten years in the Augusta office and was only thirty-four. His father and three brothers perished in the war. He earned his own living since he was twelve, and was obliged to school himself. But he graduated from a commercial school and went into business. He turned to the South for a little railroad surveying, but soon entered the employ of the Eastern Express Company. At the close of Mr. Manley's first term Mr. Stinson was advertising manager for Vickery & Hill of Augusta. On Mr. Manley's reappointment, however, he was made assistant postmaster. He has always been a prolific newspaper writer.

The postmaster at Portland, John Chase Small, was born in 1842, at Buxton, in York County, Maine. His father, Judge Richard Small, had moved from Maine to Guildhall, Vermont, in 1845, but Mr. Small had returned to Maine at the age of eighteen, and had become a clerk in a large importing house, where he was a partner from 1866 to 1885. Then the railroad and lumber business occupied his time, until he was appointed postmaster, in November, 1891.

Mr. Henry Robinson, postmaster at Concord, N. H., was appointed by President Harrison, in May, 1889, upon the petition of nearly all of the business houses of that city. Mr. Robinson is a lawyer by profession, a ready and forcible speaker, and a newspaper writer of much experience. He takes a great interest in literary pursuits, and has delivered interesting public lectures. He served successive terms in the state House of Representatives, being a member of the judiciary committee and chairman of the railroad committee of that body. Although one of the youngest members, he was called upon to take a leading part in the debates; and he was the only member in Concord reëlected in 1880. His name was brought forward prominently as a candidate for the speakership at the session of 1881, but he withdrew from the contest. In 1883 he was elected to the state senate, receiving more than a party vote, though

then only just eligible to a seat there; but he was appointed chairman of the judiciary committee. He is the only son of Nahum Robinson, Esq., the present building agent of the Concord & Montreal Railroad, and is a native of Concord, where his forty years of life have been spent, with the exception of five years when he was pursuing his studies in Boston. Mr. Robinson married the only daughter of the late Senator Edward H. Rollins. His family numbers four fine children. He is liberal in religion and an earnest Republican in politics. The Concord postmaster has devoted his time to the duties of the position with great enthusiasm. He has instituted many improvements in the mail service, and taken great pride in the position that he holds. His theory is that at no point does the machinery of government come so closely in contact with the people as at the post office, and he regards his duties as those of a public servant; and he has conducted his office so as to make it especially popular.



CONCORD POST OFFICE.

Samuel Slade Piper, Postmaster at Manchester, N. H., was one of three children of James Piper of Lyme, N. H., and of Polly Slade of Hanover, N. H., and was born in the rugged town of Lyme, May 11, 1840. When he was ten years of age his parents removed to Manchester. This was in the spring of 1851; and Mr. Piper has since resided in the "Queen City of the Merrimack." He received the advantage of a rather limited education in the schools of Manchester. All were obliged to contribute to the family treasury. So at twelve he began work in the printing department of the Manchester Print Works at a salary of three dollars per week for one season. After a winter's schooling, he returned to work in the same corporation. Later he was employed in the Amoskeag corporation's mills as a "roping" boy in the spinning department; but after two years his mother was anxious that Slade should do something to learn more of the actual business of the world. He was therefore placed ambitiously in a retail dry goods and carpet store, where he started as "chore boy." Young Piper's first three months of this work were "on trial" and without pay. At the end of this time his employer gave him three dollars per week with the promise that this "salary" should be increased. Mr. Piper followed the dry goods business until he was twenty years of age. At nineteen he had been married to Miss Hattie C. Porter, daughter of Mr. and Mrs. Loved Porter, of Lyndon, Vt. The news of the firing on Sumter came. Mr. Piper's father was a strong Whig, firm in the belief that slavery was the one terrible curse of the land; so when the call for five hundred thousand men was issued, young Piper and his brother enlisted in the First New Hampshire Light Battery. This organization was mustered into the service September, 1861. Mr. Piper participated in the following battles and skirmishes: Fredericksburg in the spring of 1862, Rappahannock Station, White Sulphur Springs, Groveton, Second Bull Run, Antietam, Union and Upperville, Fredericksburg, Chancellorsville, the second battle of Fredericksburg, Gettysburg, Wilderness, Spottsylvania, Todd's Tavern, North Anna, Poe River, Sheldon's Cross Roads, Cold Harbor, Petersburg, and Deep Bottom. Confined by sickness at the battle of Mine Run, that was the only fight in which his battery participated which Mr. Piper missed. He and Col. Smith A. Whitfield were comrades. In January, 1865, Mr. Piper went back to the army and was stationed in the quartermaster's

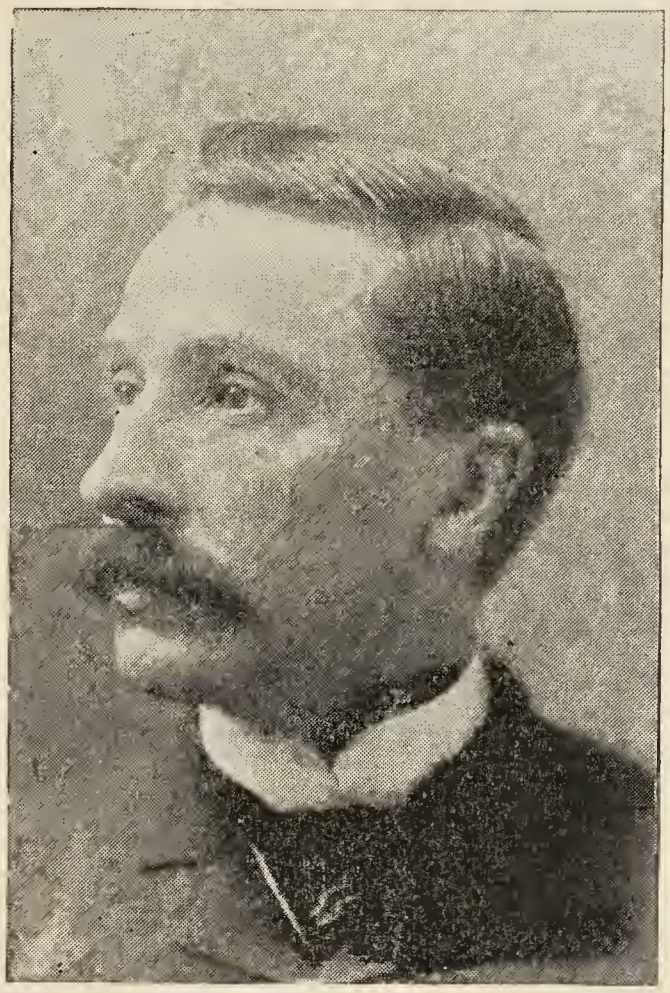
department in the Shenandoah Valley, and later on in the quartermaster's department at City Point, Virginia. After the war the future postmaster resumed his old vocation. In 1877 and 1878 he represented his ward in the legislature, being clerk of the committee on military affairs, which revised the New Hampshire militia laws now in vogue. In 1877 and 1878 he was elected commander of Louis Bell Post, G. A. R., of Manchester, and in 1881 was elected senior vice-commander of the department of New Hampshire. In 1867 at the request of Governor Frederick Smith, the first New Hampshire Battery was reorganized, and Mr. Piper was chosen its commander.

Mr. Willis P. Burbank, postmaster at Lowell, was secretary of the committee of postmasters which stayed in Washington to lay its recommendations before the committees of the Senate and the House. This popular, efficient fellow was born in the historic town of Londonderry, N. H., in 1857. His father had been in the manufacturing business in Lowell until 1855, when he moved to Londonderry. When Mr. Burbank was about twelve years of age, his parents went to Nashua, N. H., the superior educational facilities which that city offered to the five Burbank children being its attraction. The boy varied his attendance at school by working in a cotton factory, for it was essential, owing to the family circumstances, that every member should contribute to the common fund. After graduating from the public schools of Nashua, young Burbank studied for a year under a private teacher. Leaving Nashua he entered the clothing store of Putnam & Son, of Lowell, as a salesman, and his business "gumption" rapidly advanced him, until the inevitable day came when with the push of the Yankee he went into business for himself. In 1879 he opened a clothing store in Lowell in partnership with Mr. M. E. Gannon and soon established a second store in Holyoke, Mass., that thriving seat of the paper industry. When his partner retired, the business was continued under the firm name of W. P. Burbank & Co. Mr. Burbank was for several years a director in the Lowell Electric Light Company, which has grown to be a prosperous concern. He has been identified with fraternal societies many years. He is a member of the various branches of the Masonic order, Knights of Pythias and Royal Arcanum, and was the Grand Regent of the last named society from 1887 to 1889. He has always been an unflinching Republican, recognized as a valuable aid in the campaigns of the party, and he is a graceful and convincing speaker. During the presidential campaign of 1888 he did effectual work; before that he had been found of great value during the successful Congressional campaigns of Hon. Charles H. Allen. President Harrison appointed him postmaster at Lowell and he entered upon the duties of his office March 1, 1890. He has filled the position fully, and his active, young energy and his natural capacity, backed by the experience of a sound business training, has made his one of the best run offices in the country. Mr. Burbank is a popular man in Lowell and his popularity is not circumscribed by political party lines. He is a social soul, a clever after dinner speaker, a good story teller, and one of these generous fellows who thinks well of his fellow men.

The postmaster at Lawrence, Mass., Mr. Lewis G. Holt, was born in Andover in 1839. He went to school and worked on a farm until July, 1861, when he enlisted in the 14th Massachusetts Infantry. He served for three years in this command, afterwards the 1st Massachusetts Heavy Artillery, up to the battle of Cold Harbor, where he was wounded. After the war he returned to the Andover farm, but in 1873 went into the ice business in Lawrence. He was soon treasurer

of the Lawrence Ice Company. He has been a member of the school committee and of the city council of Lawrence.

The postmaster at rare old Salem, Mass., Mr. W. Harvey Merrill, was born in Salem in 1850. He stopped going to school in 1863, and, as he has said, has "been at work ever since." First he was an errand boy. Then he was a stationer, then a furnisher, and then a stationer again. In 1879 he formed the partnership of Merrill & Mackintire. He is a member of a number of secret societies, and a director of the Salem Coöperative Bank, and he was for years secretary of the Salem Flambeau Club.



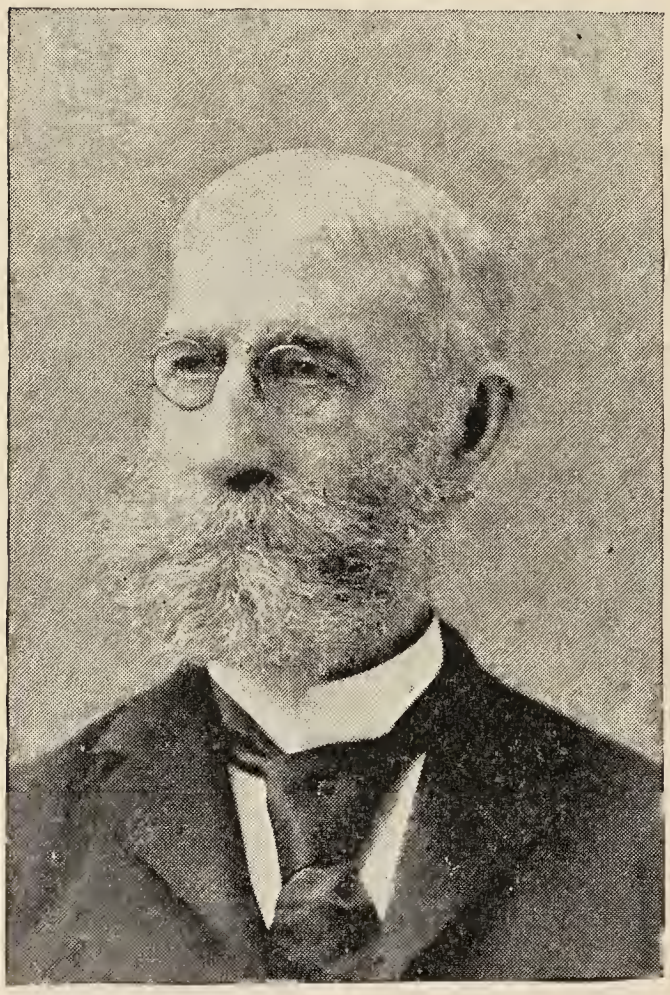
CAPTAIN AUGUSTUS J. HOITT.

Captain Augustus J. Hoitt, postmaster at Lynn, Mass., was born at Northwood, N. H., in December, 1845. In '61 young Hoitt enlisted as a private in the 5th N. H. Volunteers, "The Fighting Fifth" as it was called, because its casualties numbered two hundred and ninety-five. Among the two thousand infantry regiments in the service none equalled this remarkable record. Captain Hoitt fought in all the battles of The Fighting Fifth, was wounded at Cold Harbor, and recovered from his wounds in hospital at Washington in time to join his company for the fight at Deep Bottom. In front of Petersburg he was promoted to be captain of Company I, though barely nineteen years of age. In 1865 he entered the employ of Breed & Doak, shoe manufacturers, at Lynn. In 1883 he was marshal of his city, and that post he held for two years, when he went into business again with B. F. Doak & Co. He was appointed postmaster in 1889. He was a member of the Lynn Common Council in 1870, but that was his only elective office. He has greatly improved the postal service at Lynn, and is one of the most popular and respected citizens of the great shoe town.

The postmaster at New Bedford, Mr. Charles H. Gifford, is descended from Puritan stock. His ancestors landed on the shores of Massachusetts Bay in 1630. He was born in New Bedford in 1833; went to the Friends' Academy and to Haverford College, and entered the office of his father, who was engaged in the whaling business. He has always been a prominent business man of his city and an ardent Republican. Mr. Gifford had an opportunity to move his office into a fine new public building, and he has conducted his office with rare tact and enterprise.

President Cleveland's very public-spirited and enterprising postmaster of Providence, Mr. Chas. H. George, was born in Foxboro, Mass., in July, 1839. He left school at twelve, and went to Providence, and began work in a hardware

store; but after three year she entered the Taunton Academy. After a year and a half in that institution he returned to his former place. Then for five years he was a book-keeper. In 1860 he went into business for himself. Two years later he formed the partnership of George & Cutler; and three years later the name of the firm was Chas. H. George & Company. In 1870 he was a director of the Roger Williams National Bank, and eight years afterwards he was president of the bank. It is one of the oldest banking institutions in the country. Mr. George has served on the Providence School Board, and has been for three years President of the Providence Board of Trade. He is a director of several financial institutions, is a gentleman of quiet tastes as well as of ceaseless business activity, and thoroughly enjoys the delights of his home in Harvard Avenue "on the hill."



MR. CHAS. H. GIFFORD,
Postmaster, New Bedford, Mass.

Col. J. Evarts Greene, postmaster at Worcester, Mass., since April 1, 1891, was born in Boston, in 1834. He was educated in the public schools of Roxbury, the Roxbury Latin School and Yale College, where he graduated in 1853. The next year he was assistant teacher in the Episcopal Academy of Connecticut at Cheshire, and in the summer of 1854 went to Keosauqua, Iowa, where he remained about three years, teaching and acquiring some knowledge of civil engineering, for the improvement of the Des Moines River was then in progress there. In the spring of 1857 Mr. Greene went to Kansas City, and for about two years was employed in surveying public lands in the valleys of the Smoky Hill and Republican Rivers, west of Fort Riley. He returned to Massachusetts in the spring of 1859 and was admitted to the bar. A few months later he began practice in North Brookfield, Mass., was appointed justice of the peace and trial justice, and continued the practice of law there till the spring of '61, when he was the first in his town to enlist for the war. Upon the organization of the 15th Regiment of Massachusetts Volunteers, he was commissioned first lieutenant of Company F, and he served as such until the battle of Ball's Bluff, where the men of his command made, after the general retreat, the last resistance on the extreme right of the field. Having been instructed to hold the top of the Bluff at all hazards, he was at length surrounded,— only one of his men could remain with him,— and compelled to surrender, delivering his sword to Captain Otho R. Singleton, of a Mississippi regiment. About twenty years later Captain Greene and Captain Singleton again met, having exchanged letters in the interval, on terms of cordial friendship, and Captain Singleton, then a member of Congress, returned the sword with expressions of esteem and good will. Mr. Greene having been promoted in January, 1862, was held as a prisoner of war in

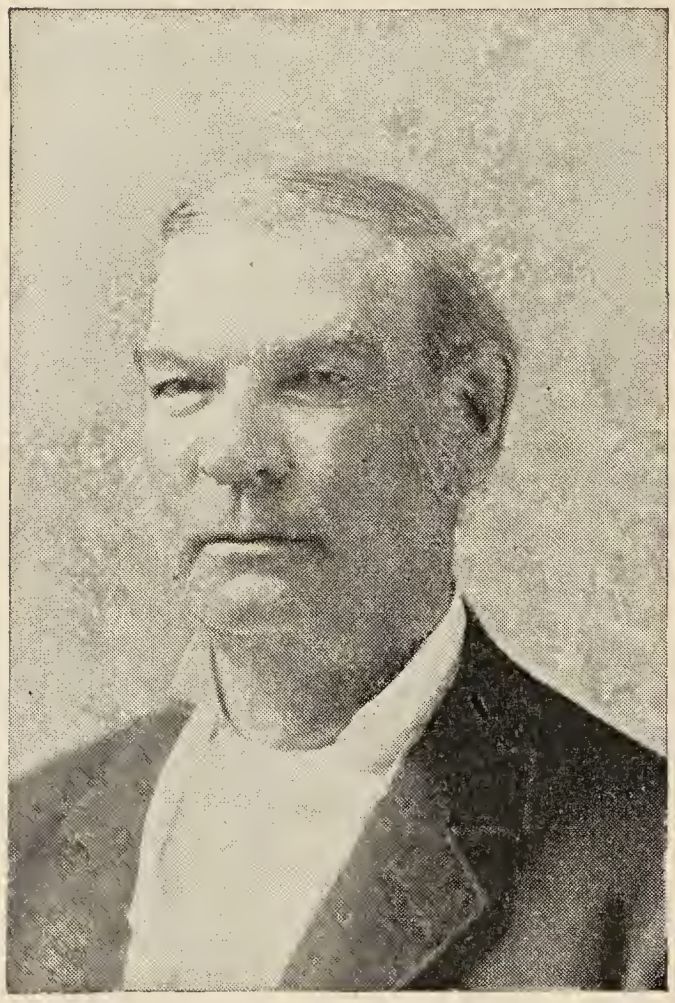
Richmond until February 22, 1862, when, with some hundreds of other prisoners, he was released upon parole, and was honorably discharged in November, 1862. He then returned to his law office, and continued to practice until May, 1868, when he went to Worcester to edit the *Daily Spy*. In that capacity, as the principal editor of a morning paper, and doing most of the editorial writing, he worked for about twenty-three years, until he assumed the duties of postmaster. In the meantime, he had been twice elected a director of the free public library of his city, and he was twice president of the board. He was also for a time one of the city park commissioners. Col. Greene is one of the best known editors and public men in Massachusetts.

The postmaster at Springfield, Mass., is another gallant soldier and another accomplished and courteous gentleman. The recent chapters in the story of his life prove that. Col. Henry M. Phillips was born at Athol, in Worcester County, Mass., in 1845. He went to the common schools of Athol and Fitchburg and then to the Deerfield Academy and the military school at Norwich, Vt. Thence, at the age of sixteen, he volunteered for the war, and he fought all through it. In the spring of '65 he was honorably mustered out of service. He first went to work as private secretary to Hon. Henry Alexander, Jr., of Springfield, Mass. In '71 he was appointed deputy collector of Internal Revenue, and also assistant assessor in the 10th Massachusetts district. In that year, too, he organized the firm of Phillips, Mowry & Co., for the manufacture of steam-heating apparatus. This firm was incorporated in 1876 as the Phillips Manufacturing Company, and Colonel Phillips is still its president and treasurer. Mr. Phillips was a member of the Springfield city council for two years, representative to the general court in 1880-81, mayor of Springfield in '83-'84-'85, and a state senator of Massachusetts in '86 and '87. He was for two years commander of Wilcox Post of Springfield and senior vice-commander of Massachusetts once and is a companion of the Massachusetts Commandery of the Loyal Legion. He is a Mason of the 32d degree and has held several Masonic offices in lodge and commandery of Knights Templar. He is a director of the Second National Bank of Springfield and of the Springfield Five Cents Savings Bank, and a director and member of the finance committee of the Massachusetts Mutual Life Insurance Company. His administration of the post office has pleased the Springfield *Republican*; it has been a positive delight to the people of his enterprising city of homes. Colonel Phillips has a fine, warm, social side. He likes to see you at his office, at his club, or at his hospitable home among the trees upon the hillside; he likes to take you driving; he likes the softer pleasures of the companionship of men and women, as well as the pleasures of business and politics.

A Connecticut chronicler has told the story of Hon. Nehemiah D. Sperry, the veteran postmaster of New Haven, the oldest timer at the conference of postmasters and yet the youngest man among them all, better than any foreign pen may do, no matter with what admiring friendship it may be taken up:

The ancient town of Woodbridge, which adjoins New Haven on the west, spreads itself out for many square miles over a broad ridge, at an elevation of from three to six hundred feet above the city. In one of its most picturesque localities, near the head of the famous Woodbridge Ravine, stands a low, old-fashioned farmhouse, known as "the Sperry Place." It has been in the possession of the family ever since a grant of land was made to Richard Sperry, one of the original settlers of the town, who afterwards made himself famous in the history of the Connecticut Colony by supplying the wants of the regicides,

Goffe and Whalley, while they were in hiding in the Judge's Cave on the opposite ridge of West Rock. The last of the family to occupy the farmhouse, Enoch and Atlanta Sperry, here reared a family of five sons and one daughter. Nehemiah Day Sperry, their third son, was born July 10, 1827. He inherited the sturdy Puritan character, which was still further developed by his early training. Education was chiefly obtained in the district schoolhouse. It was a plain, low house, standing beneath three elms, on the main road from New Haven to Seymour. Its one room, rudely furnished with slabs, and warmed in winter by a large, open fire, accommodated about fifty-five boys and girls. While he was yet little more than a boy, he exchanged the position of pupil for that of teacher, and during the winter months of several years conducted successfully various district schools. The last season of his teaching he received the highest salary paid in Connecticut for district school teaching — on the committee having in charge several schools, offering a prize to the teacher who should make the greatest improvement during the term. At the age of fourteen young Sperry went to New Haven to attend school, doing chores for his board. On the first Sunday the family with whom he boarded, not being altogether proud of the appearance of the country boy, contrived to have him conducted to a small primitive Methodist church, instead of taking him with them to their pew in a more fashionable place of worship; but the young man instantly detected their trick and quickly made his appearance, panting with haste, at the Centre or Middle Brick Church, where Dr. Leonard Bacon was then in the prime of his ministry. He was subsequently induced to take a seat in the Chapel Street Church, afterwards the Church of the Redeemer, which he soon joined, and of which he still continues to be a prominent and liberal member. Having learned the trade of mason and builder, he went into business, forming a partnership with his brother-in-law, Willis M. Smith. The firm is still in existence, the oldest continuous one in the city. To it New Haven owes many of its finest and most important buildings.



HON. NEHEMIAH D. SPERRY,
Postmaster at New Haven.

Mr. Sperry's public spirit, however, could not long be confined within the limits of private business. He joined the Masonic fraternity, and rapidly rose to its higher degrees. He interested himself in every social and public movement. But in the field of politics his public spirit, tact, faculty of organization, and knowledge of men found widest scope. Having served in various capacities in his city government he would have been nominated in 1855 for the governorship of Connecticut, but that he lacked the years. His youth, however, did not disqualify him for the office of Secretary of State, to which he was elected for two successive terms. While he held that office the constitutional amendment, making ability to read a qualification for voting, was prepared at his suggestion; and it succeeded. He threw himself heartily into the American party, and was a member of the National American Convention which met at Philadelphia in June, 1855, and a member, too, of the committee on platform. This committee, made up of one man from each state, was in session for a week. The great fight broke on the question of slavery, and the pro-slavery men secured a majority of one. Mr. Sperry was, of course, in the minority. Two reports were made and a bitter discussion lasted several days. Finally New York cast her

vote with the majority. The anti-slavery men withdrew to the Girard House, and passed a resolution and sent it to the country with an address. The resolution ran:

"That we demand the unconditional restoration of that time-honored compromise known as the Missouri Prohibition, which was destroyed in utter disregard of the popular will — a wrong no lapse of time can palliate, and no plea for its continuance can justify; and that we will use all constitutional means to maintain the positive guarantee of its compact until the object for which it was enacted has been consummated by the admission of Kansas and Nebraska as free states."

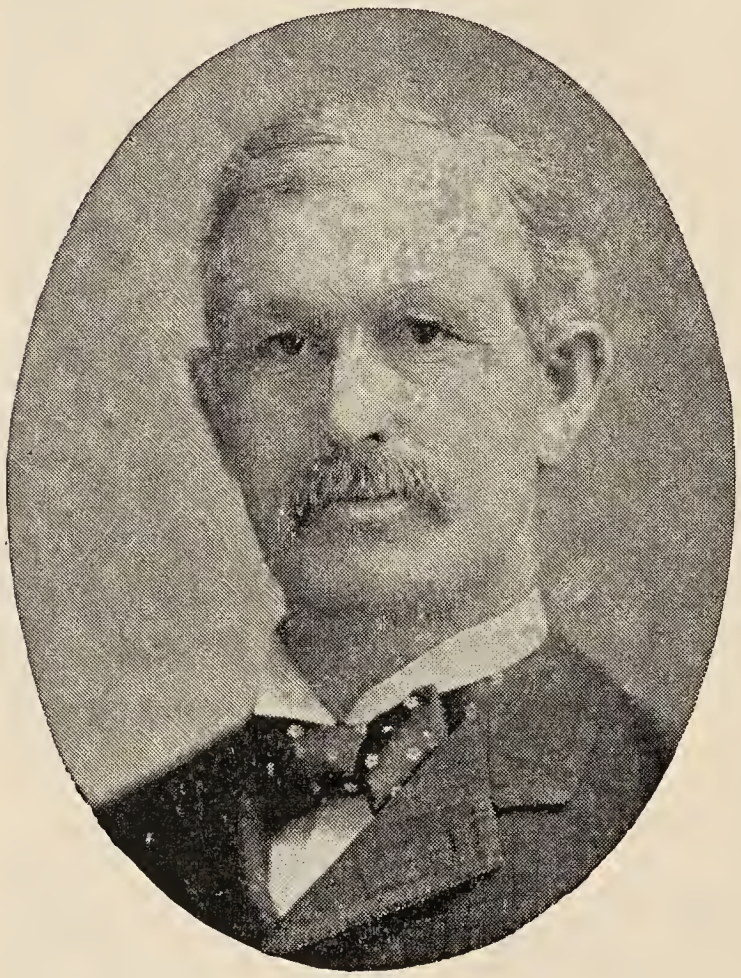
Among those who, with Mr. Sperry, bolted the convention and passed this resolution were Henry Wilson, James Buffington and Andrew J. Richmond of Massachusetts; Gov. Anthony Colby of New Hampshire; Schuyler Colfax, William Cumback and Godlove S. Orth of Indiana, and Gov. Thomas H. Ford of Ohio. This was the first bolt in any national convention on the question of slavery; and this bolt gave the Republican party its nascent power. From this time Mr. Sperry naturally affiliated with the Republican party. He was a member of the convention which nominated Fremont for the presidency. He was soon made chairman of the Republican state committee and under his management Connecticut always went his way. Having secured the election of Governor Buckingham by a notable victory, he lent efficient aid in the nomination and election of President Lincoln. He was elected a member and the secretary of the National Republican Committee, was a delegate to the Baltimore convention which renominated Mr. Lincoln, and was elected one of the executive committee of seven which had the reëlection of Mr. Lincoln in charge. In his own city during the war he was chairman of the Citizen's Recruiting Committee. In these positions he gained large control of the course of politics in his state, contributed much to the success of the administration and much to help the soldiers in the war, gained the confidence of public men and exerted wide influence. He became bondsman for the builders of the Monitor, and was full of confidence that she could whip the Merrimac. With President Lincoln and his advisers he was on terms of intimacy, and no one was more relied upon by them than Mr. Sperry. He was the president of the state Republican convention which named General Grant for the Presidency, and was one of the early supporters of his candidacy. Mr. Sperry's activity in politics brought upon him sharp attacks, but he always bore them with good nature and serenity. He was a dangerous antagonist; but always a fair and honorable one.

President Lincoln appointed Mr. Sperry postmaster of New Haven; and this position he held uninterruptedly for six terms under eleven different Presidents. The business increased, owing as much to the skill and liberality with which it was conducted, as to the demands of the people, and the New Haven office came to be regarded by the Department as a model office. No one ventured to compete with Mr. Sperry for his position. At the close of twenty-four years of service, the general accounts of the office, the business of which had amounted to millions annually, balanced within eight cents! In the administration of Postmaster General Randall, Mr. Sperry declined a commission to examine the postal systems of foreign countries. On the election of President Garfield, it was anticipated by Mr. Sperry's friends that he would be invited to take the postmaster general's portfolio. The state government was substantially unanimous for him and a majority of all the senators from New England favored the election; but when it was found that New England could have but one seat in the Cabinet, Mr. Sperry refused to stand in the way of more important interests. Postmaster General Hatton, on retiring from office in 1885, said that for ability and efficiency the best offices in the country ranked in the following order: New Haven, Cincinnati, Philadelphia.

Mr. Sperry retired from his office May 16, 1885, as good naturedly as if he had been promoted. He had been promoted (among his friends) for they tendered him a public banquet. The largest opera house in the city was filled. He did not cease to keep an open eye upon the public interest. He suggested a system for the constant collection and frequent publication, by the National Government, of facts relating to the general condition of business. The National Board of Trade, of which Mr. Sperry is a member, adopted his

plan, and has commended it to Congress. In 1886 Mr. Sperry was unanimously nominated for Congress, at a time when his election was assured; but he felt obliged to decline the nomination for reasons satisfactory to his Republicans friends. In 1889 a petition signed by leading Republicans and Democrats asked him to consent to become a candidate for reappointment as postmaster of New Haven, and thus the office sought the man.

Edward B. Bennett, postmaster at Hartford, was a farmer's boy, born in Hampton, Windham Co., Conn., in 1842. At eighteen years of age he entered Williston Seminary at East Hampton, Mass., and was graduated in 1862. Then he entered Yale College and was graduated in 1866. He taught school and began the study of law under Hon. C. F. Cleveland, at Hampton, and completed his studies with Hon. Franklin Chamberlin at Hartford. Mr. Bennett was admitted to the bar in January, 1868, and began to practise at Hampton. At the state election in the following April he was chosen representative to the legislature from the town of Hampton. The next year he opened a law office in Hartford. His practice soon became lucrative. He was chosen assistant clerk of the Connecticut House of Representatives in '69, clerk of the house in '70 and clerk of the senate in '71. Subsequently he was elected to the common council of Hartford and in 1878 he was elected judge of the city court of that city, which position he held by successive reëlections for a period of thirteen years. In May, 1891, he was appointed postmaster to succeed Major John C. Kinney, who had died in office. Major Kinney had been the editor of Senator Hawley's Hartford *Courant*. In addition to his professional duties Judge Bennett has interested himself extensively in business affairs. He is director or other officer in several corporations that carry on enterprises important to his city, and has been successful in business, as well as in politics and at the bar. He has been always a Republican; and for sometime he served as member of the state central committee of Connecticut; indeed, he was its secretary for several years. Mrs. Bennett is the daughter of Hon. James L. Howard of Hartford.



HON. EDWARD B. BENNETT,
Postmaster at Hartford.

Capt. George J. Collins, postmaster of Brooklyn, was born fifty-two years ago in New York City. While still a youth he removed with his guardians to Brooklyn, having, when only six, lost both father and mother. He first enlisted April 19, 1861, as a private in Company E of the 12th New York State Militia. He served with this command until its muster out of service, and reënlisted as a private in Company G, 127th New York Volunteers, August 14, 1862, for the war; and was promoted in September, 1862, to be sergeant-major, in November, 1862,

to be second lieutenant, and in March, 1864, to be first lieutenant. He served as acting adjutant for a considerable period, and for a while as acting assistant inspector general, in the Department of the South, and when not thus engaged, was for most of his term of service in command of his company. Captain Collins served in the Valley of the Shenandoah, and in front of Washington in 1861–2; at the siege of Suffolk, in the pursuit of Longstreet, in Gordon's Division, in General Dix's operations against Richmond in the spring and summer of 1863, with the Army of the Potomac from Williamsport until the month of August, 1863, when General Gordon's Division was sent to Morris Island, S. C.; and he took part with his regiment in all its varied duties. He was in the night attack on Forts Johnson and Simpkins, in Charleston harbor, in 1864, and was one of the few who succeeded in landing his boat; at the battle of Honey Hill, S. C., in November, 1864; at the battle of Deveaux's Neck, S. C., December, 1864, at the action of Pocataligo Bridge, in December, 1864; in December, 1864, in its engagements near the Charleston & Savannah Railroads. In February, 1865, an order was issued, by command of General Sherman, designating the 127th Regiment, New York Volunteers, as a permanent garrison for the city of Charleston, and Company H (Captain Collins' Company) was designated as a permanent provost guard. These arduous duties were performed to meet the commendation not only of his superior officers but of the citizens generally. In addition he was presiding magistrate at the City Court, Charleston, to which position he was appointed by Maj-Gen. John P. Hatch. He was mustered out of service with his regiment June 30, 1865, having served continuously in the field for thirty-nine months. Upon the death of General Grant Captain Collins was one of the twelve veterans selected to bring his venerated body from Mount McGregor to Riverside. He was, by a unanimous vote of U. S. Grant Post of Brooklyn, elected its commander in 1890, and he is a member of the Military Order of the Loyal Legion.

Captain Collins' business is the manufacture of blank books. In 1865 he and the late M. B. Sesnon established the house of Collins & Sesnon, of New York City. Since the death of Mr. Sesnon the business has been conducted as George J. Collins & Co. Postmaster Collins has been, and is, connected as trustee or otherwise, with various financial institutions, and he is counted on all hands a tip-topper among business men. His public spirit has always been notable. He was a Brooklyn alderman for two terms, and in the councils of the Republicans of his city has often figured prominently.

When the term of Postmaster Hendrix expired in 1890, President Harrison selected Mr. Collins for the Brooklyn post office; and on July 1 he began his administration of that important trust. By his energy, always manifested, however, in a kindly manner, he soon gained the confidence of his subordinates, and this, with his business training, has enabled him to push forward improvements for Brooklyn and put the service in better condition than ever before. On April 1, 1892, the business of the post office was transferred from the old quarters to the new Federal building. The latest improved furniture and fittings were put in, and the Brooklyn office enjoys, with Pittsburg and Baltimore, the newest and most capacious accommodations in the country.

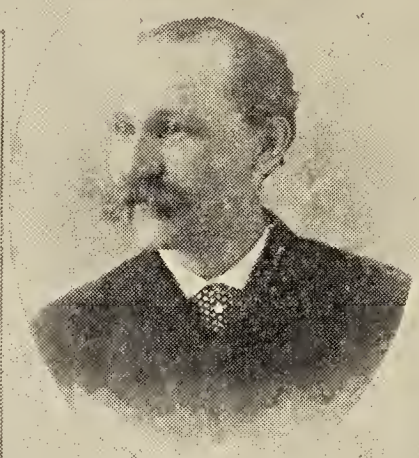
One of the veterans who gave the conference of postmasters the benefit of their experience, as well as their new ideas, was Mr. James Gayler, assistant postmaster at New York, who represented Mr. Van Cott, his much admired chief. Mr. Gayler was born in New York City. In 1855 he entered the service as a clerk, and he



CARROLL E. SMITH.
Syracuse N.Y.



CAPT. GEO. J. COLLINS.
Brooklyn N.Y.

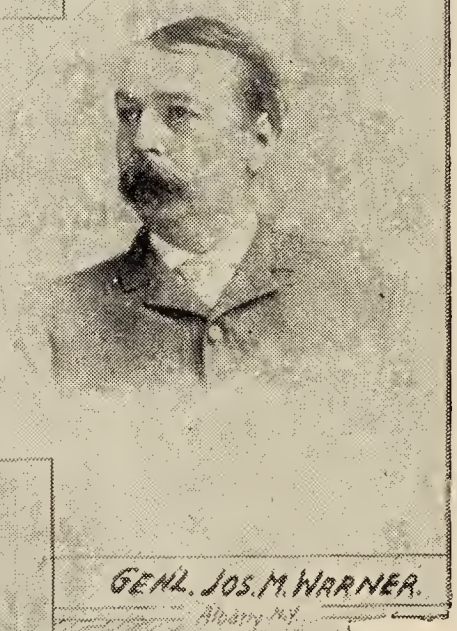


S. D. DICKINSON.
Jersey City N.J.

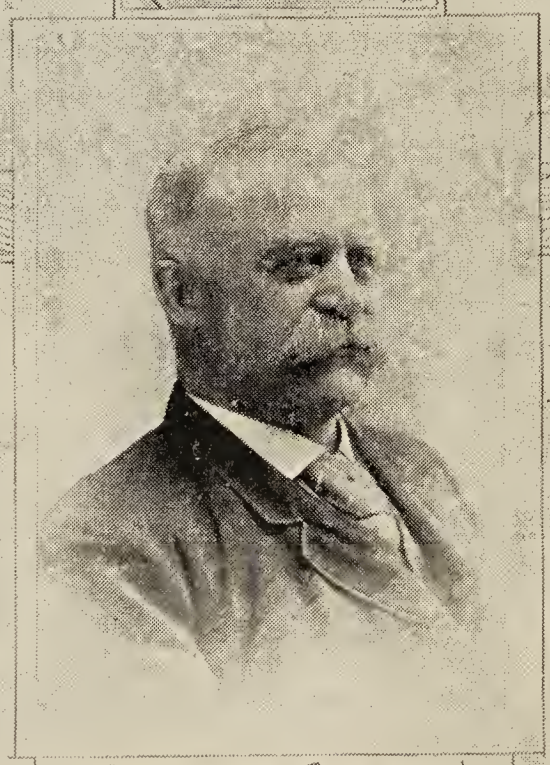
New York & New Jersey Post Masters



JAS. GAYLER.
New York N.Y.



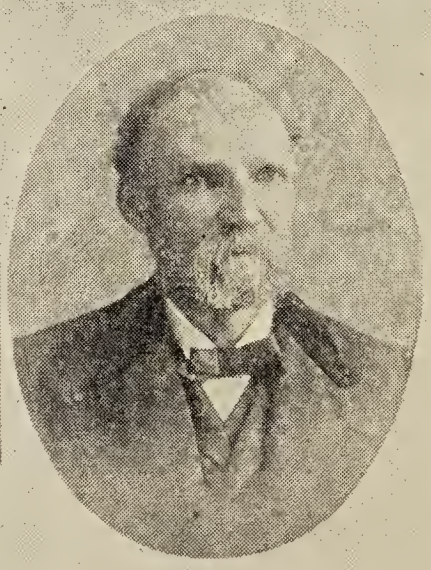
GEN'L. JOS. M. WARNER.
Albany N.Y.



BERNARD F. GENTSCH.
Buffalo N.Y.



EDWARD L. CONKLIN.
Yonkers N.J.



GEN. JAS. E. REYNOLDS.
Rochester N.Y.

served until 1861, when he resigned to accept an appointment as assistant to Mr. James Holbrook, then the Department's special agent at New York whose reputation as a vigilant officer, as well as the author of "Ten Years Among the Mail Bags," and as editor of "The United States Mail and Post Office Assistant," was familiar to the older-timers. Mr. Gayler rendered most efficient service in his new position, and after Mr. Holbrook's death, was, in 1864, without solicitation on his part, appointed by General Blair to fill the vacancy. He assumed editorial charge of the "United States Mail," which was then the official organ of the Department, and the only medium through which the various changes in the postal laws and regulations, and the rulings of the Department in regard to them, were communicated to postmasters. These duties of special agent were performed by Mr. Gayler with so much success that he earned a high reputation. In two depredation cases alone which were entrusted to him for investigation he recovered over $400,000—which had been dishonestly appropriated by employees. In 1865 Mr. Gayler was requested by Postmaster General Denison to suggest a substitute for the system of registration. This were submitted and approved by the Department, but the report was lost and it was not until 1867 that, having duplicated his previous labors, Mr. Gayler was able to secure the adoption of laws which, with some minor modifications, have been in effect ever since, and, as recently stated by Mr. James, have been the means of saving millions to the public. The system, as described by Mr. Gayler himself, was not a useless effort to render it impossible to tamper with registered matter, but was intended to render it exceedingly dangerous to do so; and that purpose it has carried out so well that the registry system of the United States post office is believed to be superior to any other in the world. In 1873 Mr. Gayler resigned his post as special agent to accept that of general superintendent of city delivery at the New York office, in which place he served efficiently until 1880, when he was appointed to his present place. His efforts to improve the service have been remarkably successful.

Gen. James M. Warner was born in Middlebury, Vt., in 1836, graduated from West Point in 1860, and served at Fort Lyon, Col., until August, 1862, the last year as commander of the post. He was then commissioned colonel of the 11th Vermont Volunteers, which regiment soon after became the 1st Vermont Heavy Artillery, and was assigned to duty in the defences of Washington in May, 1864. General Warner was ordered to join the 6th Corps of the Army of the Potomac in the Wilderness. He was severely wounded at Spottsylvania Court House; and was later assigned to command at Tenallytown, on the Rockville turnpike, where he stayed until after the repulse of Early. Still later he joined the 6th Corps at Monocacy Junction, and participated in all the battles of Sheridan in the Shenandoah, commanding the Vermont Brigade at Winchester. The following day he was put permanently in command of the 1st Brigade of the 2d Division of the 6th Corps. General Warner then rejoined the Army of the Potomac and took part in all of its subsequent operations. April 2, 1865, he led one of the three brigades of Getty's Division, which constituted the assaulting column which penetrated the enemy's line in front of Petersburg; and he was present at the surrender of Lee at Appomattox. He was mustered out of volunteer service Jan. 15, 1866, with the rank of brigadier-general and of brevet major-general; and on February 4th, he was mustered out of the regular service, in which he was a captain and a brevet brigadier-general. Since the war General Warner has been a manufacturer in Albany. He is president of the Albany Card and Paper

Company, and director in the Massachusetts Mutual Life Insurance Company, the Albany Mutual Fire Insurance Company and the National Commercial Bank of Albany. Middlebury College has conferred upon him the degree of Master of Arts. His service as postmaster at Albany has been notable for its efficiency.

The postmaster at Syracuse, Hon. Carroll E. Smith, was born at Syracuse on Christmas Day, 1832, of old Massachusetts stock. His father was Hon. Vivius W. Smith, the personal friend of Thurlow Weed, and a prominent journalist for fifty years. He was the editor of the Syracuse *Journal*, which the son has edited and partly owned for almost thirty years. Mr. Smith had experience as a young man in Rochester as well as Syracuse; but his long, useful and influential life has been devoted chiefly to the political, social and business interests of his native town. He voted for Fremont in 1856. He was clerk of the city of Syracuse from 1854 to 1857 and clerk of Onondaga County from 1865 to 1868. In 1876 and 1877 he was a Member of Assembly, and he has almost always been a member of the Republican State Committee, and often a delegate to the state conventions of his party, where, many times, too, he has written party platforms. In 1884 he was a delegate to the Republican National Convention; and in 1888 he was elected to the board of regents of the University of the State of New York over Charles A. Dana, who was the nominee of his party. He is, as his old friend, Hon. E. Prentiss Bailey, editor of the Utica *Observer*, has said of him, "a man of genial aspect, of sturdy character, of conservative mind; approachable, affable, just, discriminating, high minded." For over twenty years Mr. Smith had been prominent in the New York State Associated Press, and for six years he was president of its executive committee, and one of the many trophies of his career which adorn his pleasant home in Syracuse is a royal service of silver presented to him by his loyal associates in this organization. Mr. Smith's service as postmaster of Syracuse, to which post he was appointed early in the administration of President Harrison, has been conspicuous for his fidelity to the good old methods of business and, with equal step, to the progressive energy which has lately characterized the service.

Gen. John A. Reynolds, postmaster at Rochester, N. Y., was born in New York City in October, 1830. Nine years later his father moved to Webster, Monroe Co., N. Y., where the whole family was engaged at farming until 1849, when they removed to Rochester, where both father and son engaged in the grocery business. When Sumter was fired on, Mr. Reynolds was in command of the Rochester Union Grays, which company he had joined as early as 1851. At the organization of the 13th New York Regiment, Captain Reynolds offered the services of the Union Grays as a company of artillery. The tender was not accepted, for the reason that no more artillery was then needed; but Gen. Lansing B. Swan told Captain Reynolds to wait and he would soon have a chance to fight. In August, Col. E. D. Bentley, who had been commissioned to raise a regiment of light artillery, wrote to Captain Reynolds asking him if he could raise a company. The Union Grays became Reynolds' battery and joined the First New York Light Artillery. Under the new title Mr. Reynolds was reëlected captain at Elmira, whence the journey was made to Washington, and camp was pitched on Capitol Hill. In March it was sent to Baltimore, and when Banks was repulsed in the Shenandoah, Reynolds' battery went to Harper's Ferry, whence it soon advanced down the valley under Sigel and joined McDowell's corps, by whom it was held in reserve at Cedar Mountain. Rappahannock Station was its first battle.

This was followed by a desperate fight at White Sulphur Springs. The battery, though badly cut up, passed through the battles of Second Bull Run and Antietam with great credit.

After Antietam Captain Reynolds was put in command of the four batteries of the division. After the terrible fights at Fredericksburgh and Chancellorsville, he was promoted for gallant service to be major, and he was made assistant chief of artillery of the 1st Corps under General Wainright. Soon after the battle of Gettysburg he was made chief of artillery on the 12th Corps and had immediate command of four batteries. When the 11th and 12th Corps went West under General Hooker to the relief of General Thomas, who was besieged at Chattanooga, Major Reynolds went with them and he was engaged in the Wauhatchie midnight attack in which Captain Atwell and Lieutenant Geary were killed and many wounded. In the battle of Lookout Mountain General Reynolds had command of all the artillery, and the superb way — but this is already written in the histories. After that memorable fight General Reynolds followed the enemy to Missionary Ridge, took part in the repulse of Bragg and followed the enemy to Ringgold, Ga., where he became a member of General Hooker's staff as chief of artillery. After the organization of the 12th Corps in 1864 two new batteries were added to his command, forming the famous artillery brigade of that corps which became noted as the best artillery brigade in the army. His command was almost constantly engaged while with Sherman before Atlanta and on the march to the sea.

Then General Reynolds was made chief of artillery of the army of Georgia under General Slocum. At Bentonville, General Williams and General Reynolds, who were behind the 12th Corps, heard artillery firing ahead and, in violation of orders, hurried to the front. They found the Confederates making awful havoc among the advance corps of the Union Army. General Reynolds determined to fight, and even before General Williams was aware of it, two batteries were placed in the open field, where they made it so hot for the other fellows that the latter retreated and the day was saved. General Reynolds continued on to Richmond, and he was present at the Grand Review. His splendid record as a commanding officer has never been disputed. He united courage, coolness and good judgment, and he knew his soldiers and their needs as well as the details of modern war. General Reynolds is a stanch friend and a good, old-fashioned gentleman.

Buffalo's big-hearted postmaster, Mr. Bernhard F. Gentsch, was born in the Duchy of Saxe Alleburg, Germany, in 1835, in a little village where his father was superintendent of a small brickyard. From the age of eight young Bernhard attended school in the morning and worked every afternoon in the brickyard. The bricks were made by hand, and it was no child's play. But in half a dozen years the boy was apprenticed to a miller in the neighborhood to learn the trade. He continued in the mill till he was almost twenty. Having read a great deal of America, however, he finally succeeded, after much difficulty, in prevailing upon his parents to allow him to seek his fortune in the new world.

Mr. Gentsch reached Buffalo in 1854 with four dollars in his pockets. He found employment at once on the railroad; but on the 1st of January, 1855, he secured a position at the distillery of Clark and Brown, and he was employed in the hardest kind of outdoor work. In the spring he was promoted to a better place in the works. He remained with Clark and Brown until December, 1859, serving the last two years as foreman in one of the chief departments. He

married a Buffalo lady in 1858, and having saved from his small salary a few hundred dollars, and being anxious to prosper on his own account, he purchased, in the fall of 1859, the interest of C. R. Menning in the establishment now so well known as B. F. Gentsch & Sons, manufacturers of vinegar, pickles, preserves, etc. He has accumulated a considerable fortune, and established a business widely known for its high and reliable character.

In 1878 Mr. Gentsch was elected Member of Assembly from the first district of Erie County, and he was the second Republican to represent that strongly Democratic quarter. The district was changed the following year, preventing his return. At the organization of the South Buffalo Business Men's Association, he was elected president, and he has been invariably reëlected up to the present time. In July, 1890, he was tendered, without solicitation, the position of postmaster. With his customary care and determination to succeed, Mr. Gentsch immediately arranged to give up his business interests to the care of his sons, surrounded himself with experienced post office officials, and gave his entire time to the management of the post office. He soon mastered the details, and the many improvements in the service at Buffalo were long ago appreciated by the citizens. In two years more was accomplished in the way of improved and increased service than any other had done in any previous five years.

The Republican nomination for mayor was offered Mr. Gentsch in 1891, but he declined the honor upon the ground that it was his duty to the President and the people to serve out his term as postmaster. That is like him. He is heart and mind in his work all the time; and his heart is generous and his mind full of the business and the politics that make a public office a satisfaction and a pride to the public.

The postmaster of Jersey City, Mr. Samuel D. Dickinson, has had an unusually marked career. He is but forty-two, but he has been an influential figure in the politics of his state for several years. He was born in the city of Philadelphia, but the greater part of his life has been spent in Jersey City, in whose political and business affairs he has always taken a keen, intelligent interest. In 1884 he was sent to the Assembly as the representative of the third district, and he remained four terms, serving as speaker in '87. He made an excellent record and demonstrated that he possessed the highest order of energy, judgment and public spirit. In 1885 he was elected comptroller of Jersey City, and he held that office for several years. He has also taken a lively interest in military affairs, and in 1868 entered the 4th Regiment, N. G. S. N. J., and as long ago as '88 was its popular colonel, the youngest officer of that rank in the state. In 1881 he was elected adjutant of the State Battalion at Yorktown, and in 1883 accompanied the American Rifle Team to England as one of its officers. Colonel Dickinson's name has been mentioned for the Republican nomination for Governor, and his friends throughout the state have not forgotten it.

The Newark, N. J., postmaster is Edward L. Conklin, and a good one he is; and this is another career to study. He was appointed in October, 1889, and at once devoted his best energies to improving and extending the service. A year or more ago he had the misfortune to lose his hand at the wrist while sawing some handles to be used in the post office. The carriers showed their respect and love by sending a large bouquet of flowers to his house every day during his illness. Mr. Conklin has provided Newark with an admirable service, and enjoys the esteem of the public in a marked degree. The Newark

postmaster was born in Patterson, N. J., in 1841. At the age of eighteen he went to Newark to learn the sash and blind trade under William King. In 1861 he enlisted in Kearney's brigade, the Second New Jersey, and was mustered out with two bad wounds and a record of three years of honorable service. He was soon after the war made foreman in the paper box department of his old employer, Mr. King, and a year later he married a daughter of Mr. King, and was still further promoted to a responsible position in the office, when in 1873 he was admitted to partnership. In 1887 a change was made in the firm; Mr. Conklin and Isaac W. King, one of the sons, took the sash and blind and box branch of the business which they still continue. Mr. Conklin is a prominent member of Lincoln Post of the Grand Army. He has served with credit in the Board of Freeholders of Essex County, and (though always an ardent Republican) was treasurer of both the city and county committees of Newark and Essex for two terms each. He has been a director of the North Ward National Bank and of the Franklin Savings Institution for a number of years.

The postmaster at Philadelphia, Mr. John Field, was born in County Derry, Ireland, in 1834. At thirteen he was among the leading pupils in the public schools of his native place. At fourteen his parents, Richard and Isabella Field, with their eight children, left Ireland for Philadelphia. On the voyage the father died and was buried at sea. Soon after his arrival in Philadelphia, Mr. Field, then a boy of fourteen, found employment with Mr. Amar Young, the founder of the present house of Young, Smyth, Field & Co., at $1.50 a week. Since that time, with the exception of a brief period when he was connected with the great New York house of A. T. Stewart & Co., he had been first as employee, and later on as partner, continuously with this house up to the present time.

John Field is as honest as the broad day. On one occasion, but a few years after he entered the employment of Mr. Young, a certain merchant owed the firm considerable money and had paid no attention to requests for payment but, on the contrary, ordered another lot of a certain line of goods. A superior employee (superior in position) took the order, and handing it indignantly to young Field said:

"John, write this man that we are entirely out of those goods. We have had enough of that kind of business."

The boy took the order, hesitated for a moment, for there was no knowing what the outcome would be, and he could not afford to lose his position; but his honor triumphed.

"I cannot do that, sir."

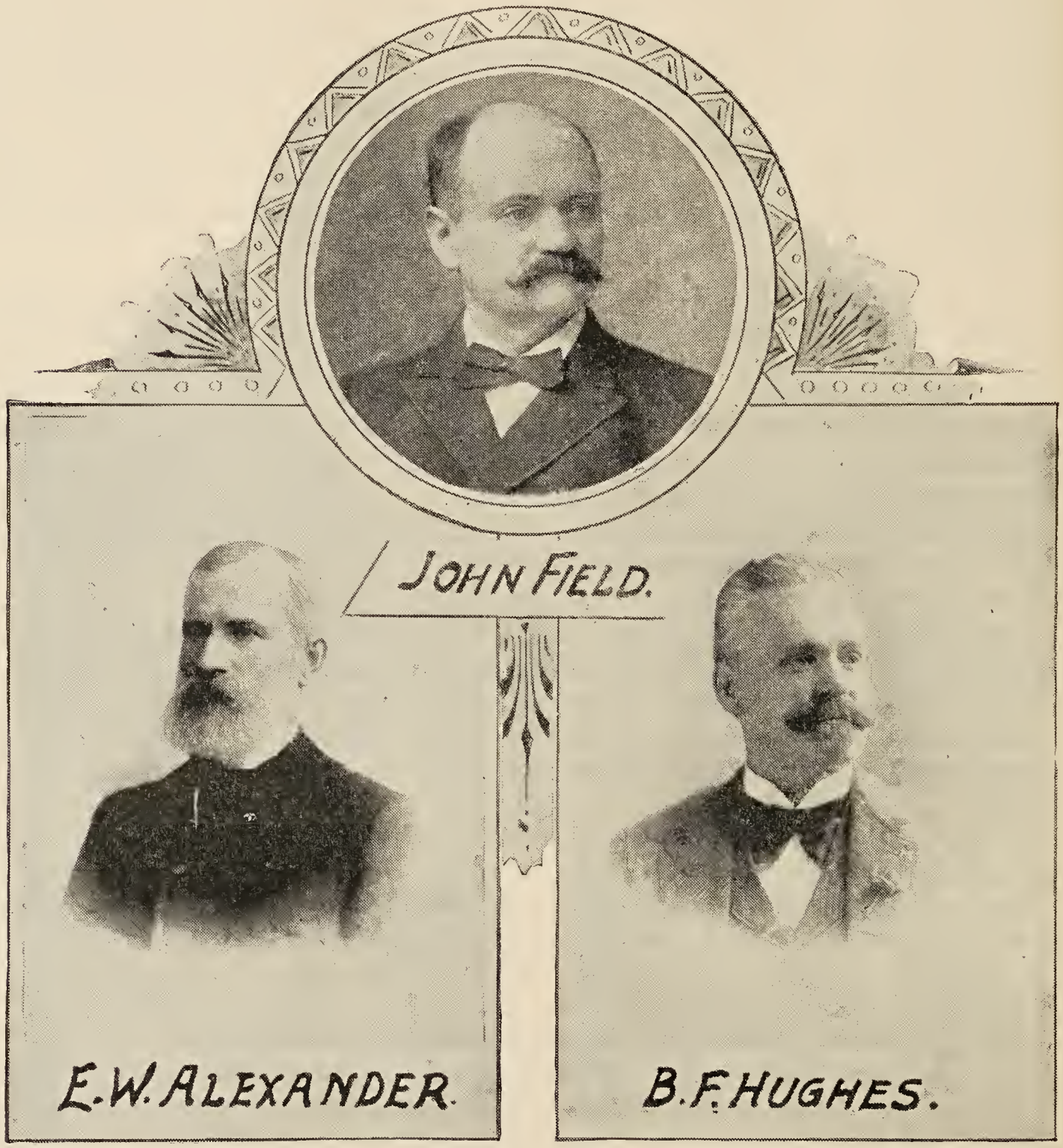
"Cannot do it? We will see whether you can do it or not, sir."

"It would be a lie and I have never forgotten my mother's charge to tell the truth," replied young Field. "I can," he continued, "write him of our usual custom, and state to him that upon remittance we shall be glad to send the goods."

The employee, now more amazed than ever, stepped back, folded his arms and gazed at the young man for several seconds; he said no more; there was nothing more to say. It is this same rugged honesty in John Field that has made him an arbiter in the settlement of disputes, an executor of large estates, and a trusted counsellor of the afflicted.

The Philadelphia postmaster has rugged nerve. The firm of Young, Smyth, Field & Co., had had for years an immense business in wholesale notions. Mr.

Field, since the present co-partnership was formed, and up to the time of his appointment, had the active business management. During what was called the "moiety system," under which many of the leading merchants of the country were robbed by special agents of the Government upon charges of undervaluation of imported goods, a New York man, together with a special agent for Philadelphia, called upon the late David Young, then the senior member of the firm, and



JOHN FIELD AND HIS ASSISTANTS.

stated to him that they understood a certain man in Belfast had been perpetrating frauds upon the Government, and that some of his goods had been shipped to Young, Smyth, Field & Co. They asked to see the foreign invoice book of the firm, a request which was promptly complied with. In the course of a few days Mr. Young was asked to go down to the custom house. He found that the officers had prepared an enormous list of undervaluation charges, and stated that the

Government had a claim of $80,000 against the house. They made to Mr. Young an offer to compromise the claim. He said he would submit the matter to his partner, Mr. Field, who had entire charge of the importations. Mr. Field promptly denied the existence of such a condition, and said that if anybody had claims against the house, the United States Courts were open. The special agents made every effort to have the firm effect a compromise. Mr. Field declared that the house was prepared to spend a "million for defence, but not one cent for tribute." The case was carried before a Congressional committee; and finally to the United States Courts, where the firm was completely vindicated. The bold stand taken by John Field resulted in the breaking up of the whole system.

The Philadelphia postmaster possesses a notable self-education. As a boy he took a full course at a commercial college, and during all his life he has been a great reader. His memory is remarkable and his grasp of propositions quick and thorough. In national politics Mr. Field has always been an ardent Republican. His first vote was for John C. Fremont, and he has supported every Republican for the Presidency since. His work in connection with the committee of one hundred of Philadelphia typified the man. No part of that work, he has been heard to say, gave him more satisfaction than the investigation of the alms-house frauds, and the punishment of the embezzling officer.

Mr. Field has served a term as president of the Hibernian Society of Philadelphia, and he is treasurer of the Franklin Reformatory Home, a manager of the Magdalen Society, a trustee of the Young Men's Christian Association property, a director of the Mechanics National Bank, and president of the Board of Trustees of the Orphanage of the Methodist Episcopal Church. From childhood he has been an active member of that religious denomination. He is an eloquent speaker, and is in great demand on post-prandial occasions, when his dry humor and keenness are much appreciated.

Benjamin Franklin Hughes, assistant postmaster of Philadelphia, was born at Fowlersville, Columbia Co., Penn., in 1844. His parents lived upon a farm where he remained until he was nineteen years of age. Until his eighteenth year he attended a country school. Then he taught for two winters, working upon his father's farm in the summer. At nineteen he went to the Millville Institute at Millville, in Columbia County, and for the next six years, with intervals of teaching, he was a student at the Missionary Institute, Selin's Grove, Snyder Co., Penn., and at Pennsylvania College, at Gettysburg. He then became principal of Pine Grove Seminary, at Pine Grove, in Centre County, but this position he was compelled to give up at the end of a year on account of failing health. After several months of rest he became associate editor of the Pittston *Gazette*, at Pittston, in Luzerne County. During the years 1870 and 1871 he resided in Pittston, was superintendent of the schools of the borough of West Pittston, and successively associate editor of the Pittston *Gazette* and editor of the Wyoming Valley *Journal*. The years 1872 and 1873 were spent at Northumberland and Hazleton respectively, as principal of the high schools of those boroughs. In the autumn of 1873 Mr. Hughes removed to Philadelphia where he engaged in the insurance business and in the autumn of 1875 he was registered as a student of law in the office of R. L. Ashhurst, Esq. In June, 1878, he was admitted to the bar of Philadelphia, and since that time he has been in the active practice of his profession, with the exception of the past three years, which have been devoted to the post office work.

He is the head of the law firm of Hughes, Eyre & Britton, and is also president of the Provident Mutual Accident Insurance Company of Philadelphia.

In the sessions of 1883 and 1885 Mr. Hughes represented the Eighth District of Philadelphia in the Pennsylvania State Senate, taking an active part in the work of that body, and being especially prominent in the legislation for the reform of the city charter. Since 1878 he has been in active demand in all campaigns as a stump speaker. Some of his experiences upon the stump were summed up in an entertaining article published in *Lippincott's Magazine* in 1890. Mr. Hughes is a married man. He and his wife and son live in a pleasant home at Mount Airy, one of the most beautiful of Philadelphia's many beautiful suburbs.

William Waters Johnson, postmaster of Baltimore, is probably the youngest man who ever held the position. He first saw the light on Nov. 12, 1854, and just thirty-six years after that event he stepped into the post office of the city of his birth as its chief executive. He had an ordinary school education, followed by a course in a business college, at the completion of which he entered mercantile life. At the present time he is a member of a wholesale coal firm, and he ranks with the foremost merchants of Baltimore. Mr. Johnson is a fine specimen of physical manhood. He is six feet tall and built in good proportion. His manners and address are easy and engaging, and he is particularly noted for his kindly and unassuming ways. Placed in a position of prominence in early manhood, he has borne the honors bestowed upon him with such modesty and good taste that he has won the esteem of all. Almost from the beginning of his official career, Mr. Johnson had to face assaults made upon him by disappointed people; but he came out of every fray with colors always flying. He has never wavered from the path of progress which he mapped out. He selected a corps of able assistants; men capable of filling the places assigned to them, and not put there for ornament. He proceeded to establish new methods for conducting the postal business, systematizing the work so that every cog and wheel of the vast machine did its full duty; and where he found a defective piece of machinery he did not hesitate to cast it aside and replace it with serviceable material. Here is where his excellent business training stood him in good stead. He was able to see at a glance where improvements were necessary and what the improvement should consist of. For months after taking charge of the office Mr. Johnson almost lived there. It was a frequent occurrence for him to arrive at the office at five o'clock in the morning and not



MR. W. W. JOHNSON,
Postmaster at Baltimore.

go home until midnight. Some of his most solicitous friends feared he had gone daft upon his chosen work.

Mr. Johnson always contended that, as in any business pursuit, the greater the attractions of it the greater the results; and, although his friends would sometimes smile when he would argue that large facilities meant a large use of the mails, they were compelled to admit after he had been in office but six short months that he was right. In those same six months he secured the appointment of thirty-two additional letter-carriers; and he now has a good dozen more. Instead of four daily deliveries in the city, he had seven made in the business district, and one additional one at the hotels and clubs at 9 P. M. He inaugurated the separation for city delivery of mails on trains, saving thereby at least two hours. Two hundred additional street letter and package boxes were put into use, and the cart collection service was greatly extended. He had three additional stations and twenty new stamp agencies established. He improved the system of delivering special letters by having a corps of boys of his own selection, each of whom he held to strict accountability; and soon their work was trebled. He adopted a rule that no special delivery letter should remain in the office longer than three minutes after its receipt.



POSTMASTERS WEST AND SOUTH.

THERE are fine, big postmasters, and fine business men and postmasters in the South, in the West, in the Northwest, and on the far Pacific Slope. Many attended the conference at the Department; all would have graced its councils. It is worth while to study them all, present or absent, for the successes of their careers as men and postal officers. They have studied the needs of the service, and the needs of meeting them, as well.

Mr. Otis H. Russell, postmaster of Richmond, was born in Baltimore in 1845. He went to Petersburgh, Va., in January, 1851, and resided there and in Brunswick County, Va., until September, 1868. He was the son of a Union man and during the war sympathized with the loyal North. From '65 to '68 he was engaged in mercantile pursuits in Petersburgh. In September of the latter year he was appointed collector of internal revenue, for the Fourth District of Virginia, by President Johnson, with an office in Manchester, Va.; but he failed to be confirmed by the Senate. He served as chief collector of the Third District of Virginia, however, with an office in Richmond, from May, 1869, until May, 1873, when he was appointed collector for the Third District by President Grant. In the consolidation of districts in October, 1876, Mr. Russell was dropped as collector, but he remained as chief deputy until May, 1877, when he was re-appointed collector by President Hayes. In a second consolidation of districts in August 1883, he was again dropped, but in February, 1885, was appointed collector of the port of Richmond by President Arthur, and he served until the first of January 1889. In November, 1889, he was appointed postmaster of Richmond, by President Harrison. In politics Mr. Russell has always been a warm Republican, in religion a Methodist. He was a member of the Republican National Conventions of 1876 and 1880, and one of the contesting delegates in 1884. He has been appointed to place by five Presidents. A strict performance of official duty in these twenty years were the qualification and the praise.

The earliest records of Rhode Island bear the name of the Mowry family. The names of John and Nathaniel Mowry are set down in the oldest chronicles which tell of the settlement of Northern Rhode Island, and in the oldest deeds and other public documents still extant stand side by side with those of Edward

Inman, Stephen Arnold and Roger Williams. The heads of the family early became landed proprietors, and added to material prosperity unusual mental vigor. In 1816, Smith Mowry, Jr., the eldest son of Sylvester Mowry of Smithfield, R. I., removed to Charleston, S. C., and there established the branch of the family of which the oldest living representative is at present Maj. Albert Haven Mowry, the postmaster of Charleston City. In Charleston, Smith Mowry, Jr., adopted the business of a cotton factor and by his business ability and spotless name became one of the leading merchants of the city. To his efforts the city is indebted, in a large measure, for one of its present railway lines. Mr. Mowry became a director in the South Carolina Railway Company and at his decease held a similar position on the Northeastern Railroad. The eldest son of Smith Mowry, Jr., was Lewis Dexter, born in 1824. He entered his father's factorage business and became president of the Union Bank, and his energy and public spirit became famous in Charleston. Of Lewis D. Mowry's marriage with Margaret McGee Nellage two sons were born. The elder was Albert Haven.

Major Mowry is now in his forty-fifth year. His education was obtained in the private schools of his native city and at the Cheraw Institute. At the age of seventeen he entered the Confederate service, becoming a member of Company D, Sixth S. C. Cavalry, Butler's Brigade, Hampton's Division of Johnson's Corps, and did not lay down his arms until finally paroled at Hillsborough, N. C., April 26, 1865. He returned to Charleston, where he became a clerk in his father's business; and this position he held until he became a member of the firm in 1869. When the business of this house was wound up in 1884, Major Mowry accepted the secretaryship of the Congressional Committee on Public Buildings and Grounds. This office he held until he resigned it fifteen months later upon his appointment to the postmastership of Charleston City. Major Mowry's appointment was made at the suggestion of Senator Hampton, Congressman Samuel Dibble and Mr. Hugh S. Thompson.

Mr. Mowry is a prominent member of Washington Lodge No. 5, F. & A. M., Delta Lodge of Perfection No. 14, and of Rose Croix Chapter. He is also a member of both the K. of H. and K. & L. of H., of Congressional Lodge N. U. of Washington, D. C., and of the Port Society, St. Patrick's Benevolent Society, the Hibernian Society, the New England Society, and of the Charleston and Queen City Clubs of Charleston. In 1869 Major Mowry was married to Emma, daughter of H. M. Manigault, Esq., of Charleston, and twelve children have been the issue; nine of them are living. Major Mowry's personal appearance is attractive. Clean shaven, with a high and broad brow, dark hair liberally sprinkled with gray, large and rather deep-set and piercing eyes, and a decidedly Napoleonic cast of features, his face is a striking one. His administration of the Charleston office has been notably fine. He has secured attention at the Department; and by touching all his people with the hand of liberality and convenience, has also secured their willing plaudits.

General John Randolph Lewis, postmaster of Atlanta, Ga., was born in Erie County, Penn., in 1834. He went to country schools, and for a short time an academy; but he left home at fifteen to make his own way. He graduated at the Pennsylvania College of Dental Surgery, and subsequently studied medicine and took the full diploma of the Medical Department of the University of Vermont, at Burlington, Vt. There he was in practise. On the 20th of April, 1861, he enlisted in Company H, First Vermont Volunteers, and


ALBERT H. MOWRY,
Charleston, S.C.
JOHN BARRET.
Louisville, Ky
P. E. McMURRAY,
Jacksonville Fla.
GEN'L J. R. LEWIS,
Atlanta, Ga.
W. J. W. COWDEN,
WHEELING, W. VA.
A Group of Southern Post Masters
OTIS H. RUSSELL,
Richmond, Va.
Gen R. A. EDGERTON
Little Rock, Ark.
JAS. F. DOYLE,
Savannah, Ga.
COL. Wm H. SINCLAIR,
Galveston, Tex.
CAPT. S. M. EATON,
New Orleans, LA.

was mustered into the United Service as sergeant of Company H, May 2, '61. He served on the Peninsula in Virginia until August, '61, and fought in the battle of Big Bethel. In September he was mustered into the service again as captain of Company I, 5th Vermont Volunteers, and was continuously in service with his regiment as part of the "Old Vermont Brigade," and took part in nearly all the battles of the Army of the Potomac (and many skirmishes) until he lost his arm at the battle of the Wilderness. Meantime Captain Lewis had been promoted to be major, in July, '62, lieutenant-colonel, in October, '62, and colonel, in June, '64. He was also wounded in the leg at the battle of White Oak Swamp, in the seven days' fight on the Peninsula. He was then appointed colonel of the First Regiment, Veteran Reserve Corps, and he served on special duty in Washington, and on a traveling board inspecting men in hospitals, until the surrender in 1865.

He was then ordered to his regiment on duty at the Prison Camp at Elmira, N. Y. In June, '65, he relieved General Tracy, now Secretary of the Navy, as Post Commander of Elmira, and paroled and sent home all the prisoners confined there. Colonel Lewis was then ordered to duty as inspector general on the staff of Gen. Clinton B. Fisk, at Nashville, with whom he served about six months. He then relieved General Fisk as assistant commissioner, B. R. F. & A. L., for the state of Tennessee, being assigned to duty in his brevet rank as brigadier-general, which had been conferred in March '65. General Lewis retained charge of Bureau affairs in Tennessee until January, 1867, when he was ordered to Georgia, as Inspector General on the staff of Gen. C. C. Sibley, assistant commissioner for Georgia, and as the latter was also District Commander, General Lewis was placed in charge of Bureau affairs. In October, '68, General Sibley was retired, and General Lewis was assigned to duty in his place as assistant commissioner for Georgia, being himself retired in April, 1870. Meantime he had been appointed major of the 44th United States Infantry in '67. General Lewis secured lands to be purchased by various competent bodies and caused to be erected schoolhouses for negro children in nearly all the principal cities in Georgia, and he had aided also in the organization of the Atlanta University, having erected largely with Bureau funds the first two buildings of that institution. A large number of colored schools had been aided and partially supported by the Bureau during all General Lewis's administration. In the fall of 1870 he was appointed by the Government of Georgia the first State School Commissioner and being confirmed by the State Senate, he organized the present public school system of the Empire State of the South. With a very small fund and under the most tremendous difficulties the system was partially put in operation, and by effective work at the five principal cities it was so securely established that it could not be overthrown, and it is to-day working out on a grand scale its beneficial results. In 1873 General Lewis went to Iowa to go into business with Gen. Lewis A. Grant, Assistant Secretary of War, but finally returned East in 1876; and in 1880 he was obliged to return to Georgia for a milder climate. He assisted in carrying on the Atlanta Cotton Exposition, of 1881, and in 1883 entered mercantile business, which he carried on until August 1889, when he was appointed postmaster of Atlanta.

General Lewis has been a model officer in civil as well as military life. He has watched the needs of his city and made improvements, as his most cap-

tious opponents admit, as fast as time and departmental allowances, always necessarily meagre, have permitted. General Lewis is a tall, slender man, bronzed in the Southern sun.

The handsome young postmaster at Savannah, Joseph Francis Doyle, was born at Savannah in October, 1862. After passing through the grammar schools of his native city, he entered the high school, and graduated with highest honors, an achievement to be proud of, as the class was one of unusual excellence. He entered upon a business career in 1880 in the extensive grocery establishment of his father, Capt. W. J. Doyle, who although an uncompromising Republican, had been called to a seat in the city council by the combined voices of all parties. The son was appointed postmaster October 1, 1890. He has aimed to be progressive yet conservative and business-like in his methods, always on the watch for such improvements as should keep his office to the front, and has endeavored by every means at his disposal to facilitate and to quicken the business man's means of communication with the world outside of Savannah. His administration has proved thoroughly satisfactory to the public as well as the Department, and his selection has been fully justified.

The self-made man who holds the important postmastership at Jacksonville, Patrick E. McMurray, was born in Ireland in 1841, and emigrated to the United States at an early age. He settled in New Haven, Conn., where he learned the carriage-making trade. At the breaking out of the war he enlisted in the 9th Connecticut Volunteers and served for three years, being honorably discharged at Hartford, Conn., in 1864, where he again took up his trade. But in 1867 he went to California, still to pursue his business of carriage making. In 1874, however, when the resources of Florida were attracting attention everywhere, he settled in Jacksonville, where, in company with his brother, he started a carriage factory under the firm name of McMurray & Co. Taking an active interest in public affairs he was elected city marshal in 1877. He served for a year, when his rapidly increasing business caused him to resign. His fellow-citizens elected him an alderman in 1880 and again in 1881. He was once nominated for mayor, but was defeated. He was elected to the State Senate, however, and there he distinguished himself by his eloquence and methodical business manner. He succeeded, against a powerful opposition, in passing the mechanics' lien law and the city charter of Jacksonville, very important and useful legislation.

In the terrible yellow fever epidemic of 1888, Captain McMurray gallantly served as one of the members of the Jacksonville Sanitary Auxiliary Association. The services which he rendered at this trying time no doubt greatly influenced President Harrison when he had a postmaster to select for the city. Eminently qualified by business experience and public service, Captain McMurray has won the praise even from his political enemies. When the fire in 1891 completely wiped the post office block out of existence, the public press and the merchants spoke in the highest terms of his speedy reorganization of his forces. He lost not a single delivery of the mails. Captain McMurray served two terms as commander of O. M. Mitchel Post, and his comrades elected him a delegate to the G. A. R. Encampment in Washington.

The postmaster at Galveston, Col. Wm. H. Sinclair, was born at Akron, Ohio, in 1839. He went to school at Jonesville, Mich., whither his parents had removed, and in May, '61, enlisted as a private in Company C of the 7th Michigan Infantry. He was aide on the staff of Brigadier-General Stanley, now

Major-General commanding the department of Texas, and was mustered out colonel by brevet. He was at Island No. 10, Corinth, Iuka, Corinth again, Stone River, Farmington, Miss., Franklin, Tenn., and Manchester Pike. He marched with Sherman to the sea, and twice had his horse shot under him. After the war he went to Texas with his corps, and he has made Galveston his home ever since. He was a member of the twelfth legislature of Texas, and a warm personal friend of Governor Davis; and he filled the post of collector of internal revenue from May 1, 1873, up to the time of Cleveland's inauguration. Colonel Sinclair was president of the Galveston City Railroad Company. When he became a stockholder of this road in '76 it had four miles of track; now it has forty. Colonel Sinclair is a leading Mason, an honorary member of the Busch Zouaves of St. Louis, and a member of the G. A. R., of the Loyal Legion and of the Society of the Army of the Cumberland. He is a popular business man and politician, and, as it follows, has been a most successful postmaster.

Rollin A. Edgerton, postmaster at Little Rock, and a resident of that city since 1865, is a native of Rutland County, Vermont. He was born in Pawlet in 1840. At the age of twelve he removed to Potsdam, N. Y., attending the academy there four years; after which he went to Fremont, Ohio, where his father was then residing. He was a clerk in a hardware store when President Lincoln issued his call for seventy-five thousand men, and he at once enlisted in the 8th Ohio Infantry. He was mustered out as a sergeant soon after the expiration of three month's term, and immediately entered the 72d Ohio Infantry for three years, was made quartermaster's sergeant, then promoted to second lieutenant and then to first. He participated in the battle of Shiloh, the siege of Corinth, the battle of Jackson, the sieges of Vicksburg and Jackson, and in all the campaign made by the Army of the Tennessee up to his muster out in December, 1864.

Early in 1865 General Edgerton made Little Rock his home, and he has resided there continuously. In April, 1870, he was commissioned by President Grant as receiver of public moneys. He was appointed postmaster by President Arthur in 1881, and again by President Harrison in 1889. He has been six times elected a member of the school board of his city, for three years each time. He was formerly a director in the Iron Mountain Railroad Company and president of the bridge company which erected the first railway bridge across the Arkansas River. In January, 1866, he was married to Miss Emma A. Downs, of Fremont, Ohio. They have two sons, Charles R. and Morgan B.; the former now engaged in business, and the latter a student at Cornell University. Mr. Edgerton is a Grand Army man and a companion in the Ohio Commandery of the Loyal Legion.

Robert F. Patterson, postmaster at Memphis, was born in Belfast, Me., where he received a common school and academic education until he was eighteen. Then he was a book-keeper in a hardware store in Bangor; but three years after he removed to Keokuk, Iowa, where he was engaged in business when the war began. He enlisted as second lieutenant in the 5th Iowa Infantry, in June, 1861, and was rapidly promoted to brevet brigadier-general. He participated in the Fremont and other campaigns in Missouri in 1861, in the capture of New Madrid and Island No. 10, in the advance on Corinth, in the battle of Iuka, where he was wounded, in the second two days' battle of Corinth, in the capture of Vicksburg, in the battle of Helena, in the campaign against Little Rock, and



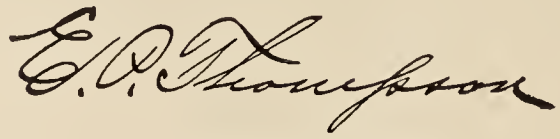
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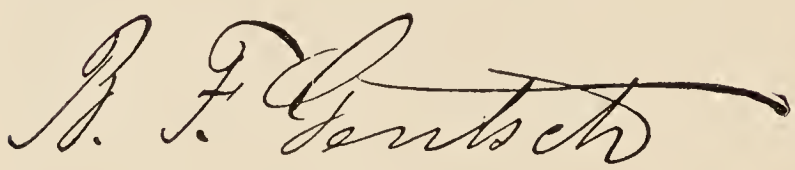
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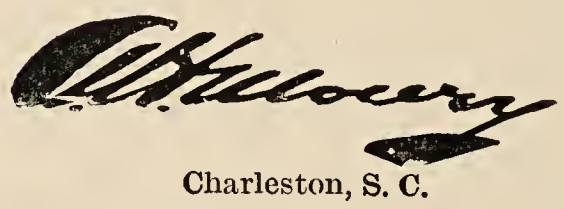
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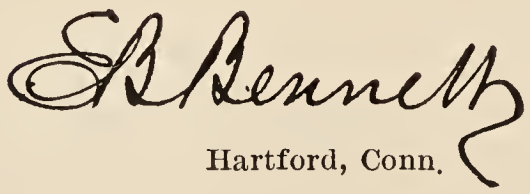
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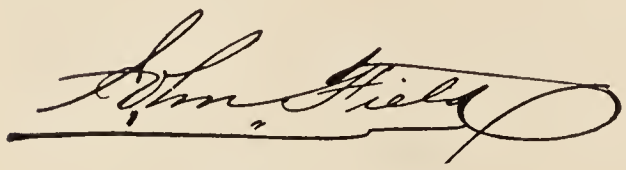
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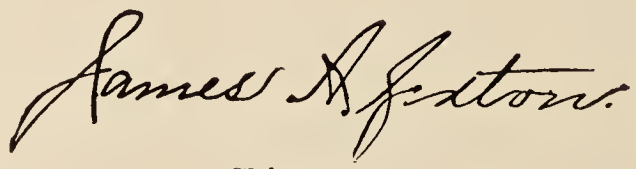
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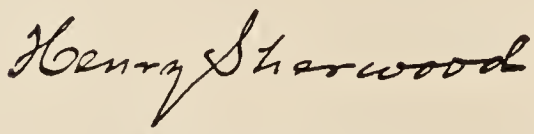
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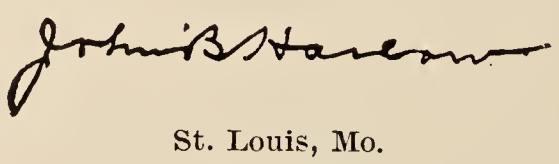
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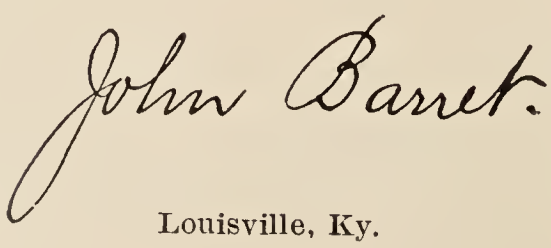
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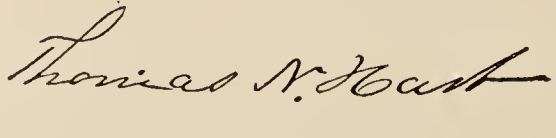
Washington, D. C.



St. Louis, Mo.



Louisville, Ky.



Boston, Mass.

AUTOGRAPHS OF POSTMASTERS.

in the battle of Jenkin's Ferry. After serving several months as Provost Marshal-General of the Department of Arkansas, he was ordered to report to General Canby in New Orleans and took part in the campaign against Mobile. After Appomattox General Patterson was ordered to report to General Sheridan, who was organizing an army at Brownsville, Texas, to drive the French troops out of Mexico, but they were ordered to withdraw. General Patterson was then ordered to the command of Iowa troops at Davenport, where he was mustered out in September, 1865. He soon after went to Memphis and engaged in the business of cotton broker, but he was appointed by President Grant, in April, 1869, Collector of Internal Revenue for the Western Division of Tennessee, a position which he held for thirteen years. He was appointed postmaster in August, 1889, and he has made many improvements which are appreciated by the people and the Department alike. His first vote was cast for Fremont for President in 1856, and he has been a Republican ever since. Said a Memphis publication of General Patterson lately:

He has been a useful and public spirited denizen; he was a member of the commission by which the city is governed for years, and showed in performance of the duties of that office, business habits and purpose. He took office as postmaster in '89, and holds it until '93. He has made improvements in the service which are appreciated here, and he is generally considered — by the business community at least — one of the most efficient men that have held the place.

Good words and well deserved. General Patterson is an affable gentleman, as well as a successful business man and public officer. The Maine man does get on.

The postmaster at Louisville, Ky., Mr. John Barret, was born in 1854. His ancestors were the earliest Virginians and his later people were followers of Clay and Unionists. His mother was a daughter of Judge W. C. Goodloe, for twenty-five years Judge of the Blue-grass Circuit Court, and his home adjoined Ashland, the home of Henry Clay at Lexington, and they enjoyed each other's personal as well as political friendship. Judge Goodloe was an ardent abolitionist, and joined with Robert J. Breckenridge in preventing Kentucky from voting for secession. Col. Wm. Cassius Goodloe, than whom no braver man ever lived, was an uncle of Mr. Barret, and one of the first Whig governors, Wm. Owsley, was his great-grandfather on his mother's side. This man, as Judge of the Court of Appeals, standing with Boyle and with Mills, stamped out the first germs of repudiation. Mr. Barret's father was a member of the Kentucky legislature, a Republican from the strong Democratic county of Green, and he afterwards practised law in Louisville. In 1871 Mr. Barret entered Centre College, one of the oldest Presbyterian institutions of learning, and graduated in 1875. He also graduated at the Louisville Law School in 1877 and began the practice of law. Mr. Barret's father had been manager of the Louisville Industrial School of Reform, an institution of note in the Southwest for the education of poor boys and girls, and in 1882, upon the death of his father, Mr. Barret was chosen his successor. In 1887 he was appointed by the Governor of Kentucky a Republican member of the non-partisan commission to adjust the accounts of James W. Tate, the defaulting State Treasurer, and in the following year he was nominated unanimously as the Republican candidate for State Treasurer. Mr. Barret is fond of social life, and was aide on the staff of Gov. Simon Bolivar Buckner; but, unhappily, he is as yet unmarried.

Wm. J. W. Cowden, postmaster of Wheeling, is a Western Pennsylvanian. In September, 1871, he went to West Virginia, and taking up his residence in Wheeling, began the study of law with Hon. W. P. Hubbard. He was a young man of steady and studious habits, and as he pursued his work with great diligence, he was admitted to the bar in October of the next year. It was a struggle to build up a practice the returns of which would yield him a living, but he was equal to the task. People entrusted business to his care, until by and by he became the possessor of a paying practice; and he won the confidence of lawyers. Mr. Cowden was born in May, 1846, in Lawrence County, Pennsylvania. He was educated at Westminster College. Prior to his graduation, he spent several years teaching, most of the time in academies, where he gave instruction in the classics and higher mathematics. But teaching was not congenial, and he therefore devoted his energies to the law. Having a taste for politics Mr. Cowden was chosen secretary of the Republican State Central and Executive Committees, in 1876, in which positions he continued, rendering satisfactory and efficient service until 1884, when he was elected chairman of the same committees. He was called upon to manage the exciting campaign of 1884 and 1888; and also served twice as chairman of the Congressional Committee of the First West Virginia District. Many times he refused official position. He might have had the nomination for Judge of the Circuit Court of the First Circuit, when nomination was equivalent to election. He was appointed postmaster without his knowledge in April, 1889. When he accepted the office he resigned his committee chairmanships. Mr. Cowden is a Calvinist in faith, and for many years has been a ruling elder in the United Presbyterian Church in Wheeling. His wife is the daughter of Rev. J. T. McClure, D. D., for more than forty years pastor of the church to which Mr. Cowden belongs.

The postmaster at Cincinnati, Hon. John Zumstein, was born Oct. 26, 1829, at Klingenmunster-on-the-Rhine, in Bavaria. He left the old country at fifteen, and came to New York, but proceeded thence to Philadelphia, where he learned the business of a butcher. Afterwards he went to Cincinnati, and engaged in the pork packing business with his father-in-law. He was a sutler in the 5th Ohio Cavalry in the war, and after its close was commissioned a sutler in the regular army and stationed at Jefferson Barracks, Mo. Later, however, he retired to his farm at Camp Dennison, Ohio. In 1876, Mr. Zumstein was elected a representative to the Ohio legislature from Hamilton County. In 1878, and again in 1884, he was County Commissioner, and in 1887 County Treasurer. In 1883 he had been appointed a director of Long View Insane Asylum for five years; in 1888 he was reappointed. Mr. Zumstein became postmaster at Cincinnati in 1891, only after a hard contest, but his conduct of this important office thoroughly justified the wisdom of his selection. He brought to his position the training of a politician as well as a business man, and his administration of the Cincinnati office has been one of the best in its history.

Henry H. Muller was born in Cincinnati, 1849. He entered the post office as a stamp clerk in 1870, and served in that position until March 1, 1882, when he was appointed assistant postmaster by Col. S. A. Whitfield, lately the First Assistant Postmaster General, who was at that time postmaster at Cincinnati. Mr. Muller is widely known in his native city, where his genial manners and official ability have made him popular. Possessed of rare tact, superior judgment and fine executive powers, his services have been invaluable to the Cincinnati office, and

they have contributed much to the enviable reputation which it enjoys among the post offices of the country. He has, for many years, been recognized by the Department as a postal expert, and on several occasions has been selected by the Postmaster General to serve on important commissions. Mr. Muller has long been connected with the Masonic order and has attained the thirty-third degree.

The Columbus office was represented at the conference by Mr. David Lanning, assistant postmaster. He was born in 1845, in the village of West Carlisle, Coshocton County, Ohio, and received a common school and academic education. His father



was elected Prosecuting Attorney of Coshocton County on the Democratic ticket in the fall of 1860. When the war broke out he became a very ardent Union man, and made the first war speech in the county. His father assisted in raising a good number of companies for different regiments, and in December, 1861, was commissioned major of the 80th Ohio Volunteers. He was killed at the battle of Corinth, Miss., October 4, 1862. The son enlisted in Company F of the 51st Ohio, in September, 1861, and went with his company to Camp Meigs, where the regiment rendezvoused, but when the company was mustered, the examining surgeon refused to muster him, as he was too young. He was employed as a clerk, however, and remained with the regiment until March, 1863, when he was mustered in as a private at Murfreesborough, Tenn. During his term of service

Mr. Lanning served as clerk in the mustering office at division headquarters, and as an orderly at 21st and 4th Army Corps headquarters. On the Atlanta campaign he scouted for General Howard until the latter assumed the command of the Army of the Tennessee. After the capture of Atlanta, he was put in charge of General Stanley's escort, and retained that position until June, 1865. He was then transferred to the headquarters of the 1st division, 4th Army Corps, as chief clerk at the mustering office, and was mustered out of service in October, 1865, at Victoria, Texas. Mr. Lanning was engaged in farming and school-teaching until 1871. He was also in the livery business, and he worked as a traveling salesman until June, 1880, when he was appointed a clerk in the adjutant general's office; and he served in that capacity during the four years of Governor Foster's incumbency. He was Adjutant General of the Grand Army of the Republic, Department of Ohio, in the years 1882-'3; was elected chief clerk of the Ohio House of Representatives in January, 1886, and reëlected by acclamation in 1888. He was reading clerk of the National Convention in 1888 that nominated General Harrison for President, and the stentorian quality of his voice caused notice to be taken of it by the press very generally, and he was urged by Members of Congress from Ohio to become a candidate for reading clerk at the organization of the 50th Congress. The contest was finally decided against him. Mr. Lanning was appointed assistant postmaster at Columbus, in March, 1890. He has taken the stump in almost every campaign since returning from the war, and especially during the Presidential campaign of 1888 did his power as an orator come effectually into play.

As lively and as level-headed as any man at the conference was Hon. James M. Brown, of Toledo. He was a prominent debater in the sessions and stayed behind as chairman of the legislative committee, drawing bills, arguing for them, writing for the papers. The postal savings bank proposition was his specialty, and after his return to Toledo at the close of the conference, he wrote two articles upon this topic for the *Blade*, of his city, so well informed and logical that they attracted attention the country over. Mr. Brown is son of Hiram J. L. and Rosanna Perry Brown, born in Delaware County, Ohio, and educated at the Ohio Wesleyan University. He learned the printing business in the office of the Delaware *Gazette*, and afterwards, during the excitement of the Kansas-Nebraska war, published the *Herald*, at Oskaloosa, Iowa. He studied law with Lee & Brewer, at Tiffin, Ohio, and began practice at Lima. In 1869 he removed to Toledo, and entered into the partnership of Lee & Brown, with Gen. John C. Lee, his law preceptor. This firm occupied a prominent position in the profession for twenty-two years, and was only terminated by the death of General Lee in 1891.

The postmaster of Toledo has always been a stanch Republican in politics, he is industrious, energetic, has an extended reputation as a successful organizer, and is a safe counsellor. During the war he was Deputy United States Marshal for the Northern District of Ohio, and in the exciting, critical period when the draft was being resisted, desertions from the army encouraged, and the Knights of the Golden Circle organized, he rendered hazardous and efficient service to the Government. During the past three Presidential campaigns he has been chosen chairman of the executive committee of his party for his county, and he has always led his friends to victory. Mr. Brown was three times commissioned by the Governor a member of the Board of Elections of the city of Toledo; has

served as a member of the board of directors of the Toledo House of Refuge and Correction; for eight years has been annually elected president of the Toledo Humane Society, and is a member of the Presbyterian church.

Mr. Brown is a man of average height and well built. He has the face and manners of the bustling, judicious lawyer, business man and high-purposed politician that he is. He is proud of his work, proud of the postal service, proud of the people of Toledo, who appreciate it, proud of his manly son in Harvard College. When it was known that Colonel Whitfield was to resign the post of first assistant, the Toledo papers spoke of Mr. Brown as a man exactly suited for the vacancy.



MR. ELWOOD T. HANCE,
Postmaster at Detroit.

Mr. Elwood T. Hance, postmaster at Detroit, was born at Concord, Pa., in 1850. He moved several times, till '76 found him a law student in the office of Charles Flowers, a Detroit attorney. In 1879 he was admitted to the Bar. Then came the trials incident to a career in law; but this spirited fellow only left the trials behind him. At the age of forty every gate in life was opened wide to him. As postmaster of Detroit he gave assurance early in his official career of an administration that would stand foremost in the history of the city. Indeed, ex-Postmaster General Dickinson, his neighbor and friend, had, in a public utterance, already paid him the compliment of being the best postmaster in the United States. The citizens of Detroit agreed; and a man's reputation at home, if the result of enthusiasm, is also the result of a close and searching view.

Mr. Hance's appointment came in 1889 after the death of Postmaster Copeland. He surveyed his field and began at once the work of developing his service to its fullest efficiency, displaying always a restless activity that was sure to tell. A friend has described him to be a man below the medium height, of pleasing, dignified bearing, affable to a fault. He is thoroughly busy; but the invitation to a seat in his office somehow places the visitor at his ease, and when he bows himself out it is with a consciousness of having respectful attention to the end. Mr. Hance is the real postmaster of Detroit. He knows the value of good advice, however, and is at all times ready to avail himself of the wisdom of others. No detail is too small for his attention. He goes to the bottom of everything, is a worker himself and expects work from his subordinates. It would be hard to find a resident of Detroit who does not believe that the postmastership was given to the right man. Mr. Hance is a handsome fellow, fond of society as well as prominent in business, and is an admired friend of Alger, McMillan, Stockbridge, Palmer, Olds, Bates and the other big leaders of the Michigan Republicans.

Col. George G. Briggs, postmaster at Grand Rapids, was born in Wayne County, Mich. His father was a Massachusetts man. His mother, living at a dear old age in Battle Creek, is of Pennsylvania Quaker stock. Their four children were sons, and George the eldest. He attended the common school until about fourteen years, when he entered a mercantile house at Battle Creek, where he remained in the capacity of clerk for three years. Six months were then spent in Olivet College, which he left to accept the position of book-keeper in the principal mercantile house of Galesburg, Illinois. After five years he returned to Battle Creek, purchased an interest in the firm of Averell & Manchester and continued this connection under the name of Averell, Briggs & Co., until 1862. Then through his efforts a cavalry company was raised, composed largely of his friends and acquaintances in and about Battle Creek. He was appointed first lieutenant, and his command became a part of the famous Seventh Michigan Cavalry. He was adjutant in July, 1863; captain in March, 1864; major in May, 1864; lieutenant-colonel in October, 1864, and colonel in May, 1865.

The Michigan Cavalry Brigade made a name second to none in the Cavalry Corps of the Army of the Potomac, and from January, 1863, to the surrender of Lee, it met the enemy in skirmishes and general engagements fifty-six times. Colonel Briggs fought with his regiment at Gettysburg; was in the campaign under Sheridan, in the Shenandoah Valley, and rendered notable services at Winchester, Cedar Creek, Five Forks, Sailor's Creek and Appomattox.



COL. GEORGE G. BRIGGS,
Postmaster, Grand Rapids.

On the day of Lee's surrender, Colonel Briggs conducted the truce party to General Custer, and with it returned to General Lee's headquarters with Custer's reply. In July, 1864, when the Confederates under Early attempted to capture Washington, Colonel Briggs, then returning from leave of absence, was put in command of the troops in Re-mount Camp, and with them, after a night's march, he did successful battle in front of Fort Storm, and held an advanced position until the enemy withdrew. Colonel Briggs was twice wounded, and had four horses killed under him in action. He was taken prisoner at Buchland's Mills, escaped two days later, and after a week of dodging within the enemy's lines, again entered the camp of his friends. After the surrender of Lee, Colonel Briggs marched two regiments of his brigade across the Western plains, and was in command of all the cavalry in the South sub-district of the plains, with headquarters at Fort Collins for several months. The command was then moved to Salt Lake City, where, in December, 1865, the colonel was mustered out of service. The command under Colonel Briggs, while in Colorado, operated

against the tribes of Indians then upon the warpath, and performed valuable service in protecting settlers and guarding the stage lines over the mountains to Fort Halleck. Once his command rescued from the Indians an emigrant train, which had been surrounded for two days, and but for his timely succor, some two hundred men, women and children would have been ruthlessly massacred.

When young Briggs enlisted the citizens of Galesburg gave him a sabre; when he left his command, the soldiers gave him a beautiful watch. Returning to Grand Rapids, Colonel Briggs married Miss Julia R. Pierce, youngest daughter of the late John W. Pierce, one of the earliest settlers of Grand Rapids. A partnership was entered into with his father-in-law, in the dry goods business, which was continued until 1869. Then Mr. Briggs became one of the organizers of the Michigan Barrel Company. This Company was incorporated in 1870, with capital of $300,000; Colonel Briggs being, on its organization, secretary and treasurer. In 1868 he was elected to represent his city in the state legislature. The same year he was a delegate to the convention which nominated Grant and Colfax, and he was one of the committee to notify General Grant of his nomination. Through Mr. Briggs' instrumentality the organization, in 1881, of the Board of Police and Fire Commissioners of Grand Rapids was secured; He became a member of the Board of Public Works in 1885, and since May, 1888, has been its president, and during his term of office, the magnificent city hall, costing upwards of $350,000, was completed. He was one of the incorporators, in 1887, of the Grand Rapids Board of Trade, and was elected its first president. In 1887 Governor Luce appointed Colonel Briggs a member of the commision to secure appropriate monuments for the Michigan troops at Gettysburg. The only secret society of which Colonel Briggs is a member, is the military Order of the Loyal Legion. In April, 1890, he was appointed postmaster. His record has gratified the expectations of all who have been familiar with his wide business, social and political experience. Although a military disciplinarian, he is kind and courteous, and is a universal favorite among his men.

Few postmasters of first class offices have had the years of service and experience of the postmaster at Indianapolis. All the great improvements in the service have taken place during his time, and the history of the Indianapolis office and the story of the present postmaster, since the close of the Civil War, run in parallel lines. Edward Payne Thompson, this practical officer, is fifty-one years old. He was born in Salem, Indiana, in June, 1841. In 1846, his father, having been elected Secretary of State of Indiana, removed to Indianapolis. He resided on the site of the present post office and here the future postmaster lived until 1855, when ground was cleared for the Government building. Mr. Thompson was educated at Asbury University (now DePauw), at Greencastle, Indiana, which he left in his junior year, in April, 1861, to enlist in Company K of the 16th Indiana Volunteers. He served in the Army of the Potomac until the expiration of his enlistment. Upon his return home in May, 1862, he enlisted in Company B, of the 55th Indiana Volunteers, and later he was connected with the army as a citizen, serving in Kentucky, Arkansas, Louisiana and Mississippi, and until after the surrender of Lee. At the close of the war he married Miss Mary Williams, eldest daughter of Hon. Wm. Williams of Warsaw, Indiana, who was a member of Congress for four terms, and United States Minister to Uruguay and Paraguay under President Arthur.

In October, 1866, Mr. Thompson was appointed assistant postmaster of

Indianapolis, and that position he held continuously until April, 1885, serving two and a half years under Postmaster Rose, twelve years under the popular Col. "Bill" Holloway, and four years under James A. Wildman. From 1885 to 1889 he was not connected with the postal service. Upon the appointment of William Wallace as postmaster, Mr. Thompson was again installed as assistant postmaster. The death of Mr. Wallace occurred in April, 1891, when Mr. Thompson was designated by the bondsmen of Mr. Wallace as acting postmaster, and subsequently, on June 9, he was appointed postmaster by the President.

Mr. Thompson organized the carrier service of Indianapolis. The first routes are covered to-day as he then planned them. The whole service in Indianapolis is recognized the country over as standing in the front rank. Much of this efficiency is due to Mr. Thompson. His connection with the service has been so close and exacting that no outside business venture has ever engaged his attention. He was elected a school commissioner of Indianapolis for six years, however, a position without salary.

Mr. B. Wilson Smith, postmaster at Lafayette, Indiana, was an active member of the conference of postmasters and he presided over the meeting of seven, called later in the year, to map out the second county seat visitation. He was born in Hanover County, Virginia. On his maternal side he is the grandson of a Revolutionary officer, Col. Benjamin Wilson, who served with distinction not only in Virginia, but in the Continental Army. At the maturity of his youth, young Smith moved with his parents to the state of Indiana and settled in White County, named for a gallant colonel who fell in the battle of Tippecanoe. His home for the first few years was an humble log cabin, and his life the hard toil of the pioneer. This life was only varied for the first few years by teaching school through the winter months part of the time. The first school realized him eleven dollars over and above his board, but he was accustomed to toil, and withal was cheerful hearted. So, toil and hardship and meagre compensation left no wrinkles. Just as he was reaching his majority, he turned his back on his happy home, sad at the leaving, hopeful in the going. Behind was home with its full-measured meaning, before him a college life with its hopeful possibilities. A single term's board was in his pockets, and eighty-five miles of distance intervened. Graduating in 1855 from Asbury University after a full classical course, he accepted a call to Cornell College, Iowa, and for two years taught Greek and Latin. Returning to Indiana he spent three years more in the schoolroom, then three years in the ministry and five years in Valparaiso College as president. He resigned the presidency and took a growing church at Terre Haute. Health failing again he left the ministry and travelled. In 1872 the Republican State Convention nominated him for State Superintendent of Public Instruction, and he participated in that great campaign under the master chairman, Col. J. W. Foster, later Secretary of State. Then he compiled a full series of civil and school township official books which had so extensive a sale that no township office in Indiana could be found where some of his productions were not in use.

In January, 1890, Mr. Smith was appointed postmaster at Lafayette by President Harrison. He mastered the details of his office, studied its relation to the public, and that he has not failed is evidenced by the reforms he has introduced and the wider fields he has opened up for the business of his city. He has twice refused the tender of the unanimous nomination for state senator, once in Indiana and once in Iowa; has been twice nominated for the legislature without

consultation and in his absence; has served three terms in the Indiana House of Representatives. In that body he took high rank as a debater, and won the reputation of knowing the contents of every bill fairly before the House. He is a rapid extempore speaker, the despair of shorthand men. In religion he is a Methodist; in politics, an old time Whig, then, of course, a Republican. For thirty years or more he has been an ardent admirer and friend of General Har-



HOOSIER POSTMASTERS.

rison. Scientific instruments in profusion adorn his home in Lafayette, his family read and converse in six or seven languages, and his daughters are members of various literary clubs.

Mr. Cecilius Risley Higgins, postmaster at Fort Wayne, Indiana, was born at Kalida, Putnam County, Ohio, in January, 1847. Shortly after his people removed to Delphos, Ohio, where at the age of thirteen he entered the service of the Pittsburgh, Ft. Wayne & Chicago Railway as telegraph messenger boy.

While serving in this capacity he learned telegraphy and was employed as an operator. After a service of seven years, he was appointed ticket and freight agent at Ada and Delphos, Ohio, and he served till January 1, 1868, when he was called to Fort Wayne, to accept the responsible post of train despatcher of that road with jurisdiction from Chicago to Crestline, Ohio. The Grand Rapids & Indiana Railroad upon its completion, from Richmond, Indiana, to Paris, Michigan, was added to his charge, so that trains on five hundred and seventy-five miles of road were under his direction. This position of train despatcher he filled nine years. Then he was for two years fuel and tie agent. In 1879 he was appointed chief clerk of the Western Division of the Pennsylvania Company.

Those personal and business qualities which made him popular and successful in railroad life also made Mr. Higgins popular among his neighbors. Having always taken an active interest in politics, he was tendered in 1886 the Republican nomination for county auditor. He accepted this and made a gallant contest. But he was unable entirely to overcome the tremendous adverse majority in the county, although he ran 2,700 votes ahead of his ticket. During the exciting campaign of 1888, Mr. Higgins served as treasurer of the Allen County Republican committee and as director of the Morton Club. In recognition of his tried capacity and service, President Harrison appointed him postmaster. Mr. Higgins has filled this office with signal ability. He has the enthusiasm of a young man, and the public nature of his previous business experience fitted him in an unusual degree for a service that is all the public's.

The hustling postmaster at Goshen, Lincoln H. Beyerle, was born in Syracuse, Indiana, in 1860. In 1863 his father was a practising physician and druggist at Leesburgh. In 1868, however, the family emigrated to Goshen. Young Beyerle fitted for college, but at the age of fifteen became so fascinated with journalism that he bought a small printing outfit with his savings and set it up in the rear part of his father's drugstore. He published an amateur paper, called the Goshen *Clipper*, doing all the work himself. He learned shorthand, and took testimony in the Elkhart Circuit Court of Judge William A. Woods. At sixteen he became an amanuensis at Moline, Illinois, and in the next seven years at other places. Then he purchased the *Independent*, a paper published at Pierceton, Indiana, and soon made it aggressively a Blaine paper in 1884. But Beyerle was ambitious. His paper prospered, and he made a combination with the Goshen *Times*, formed a stock company, and started a daily edition of that paper. The times were so lively in the Harrison campaign that open threats were made by Mr. Beyerle's opponents. The leading Republicans, not only of his town but of the state of Indiana, joined in requesting his appointment as postmaster.

Col. James A. Sexton, the big, handsome postmaster of Chicago, has had his own way to make in the world. But he has made it. He was born in Chicago in 1844. He went to school as he could and worked when he could. His parents were not rich. They had gone to Chicago from Rochester, New York, in 1834. Chicago was not the "Queen City of the Lakes" then; but their struggle and young Sexton's had the bustle and encouragement of the sturdy town in which they were seeking fortune to applaud it.

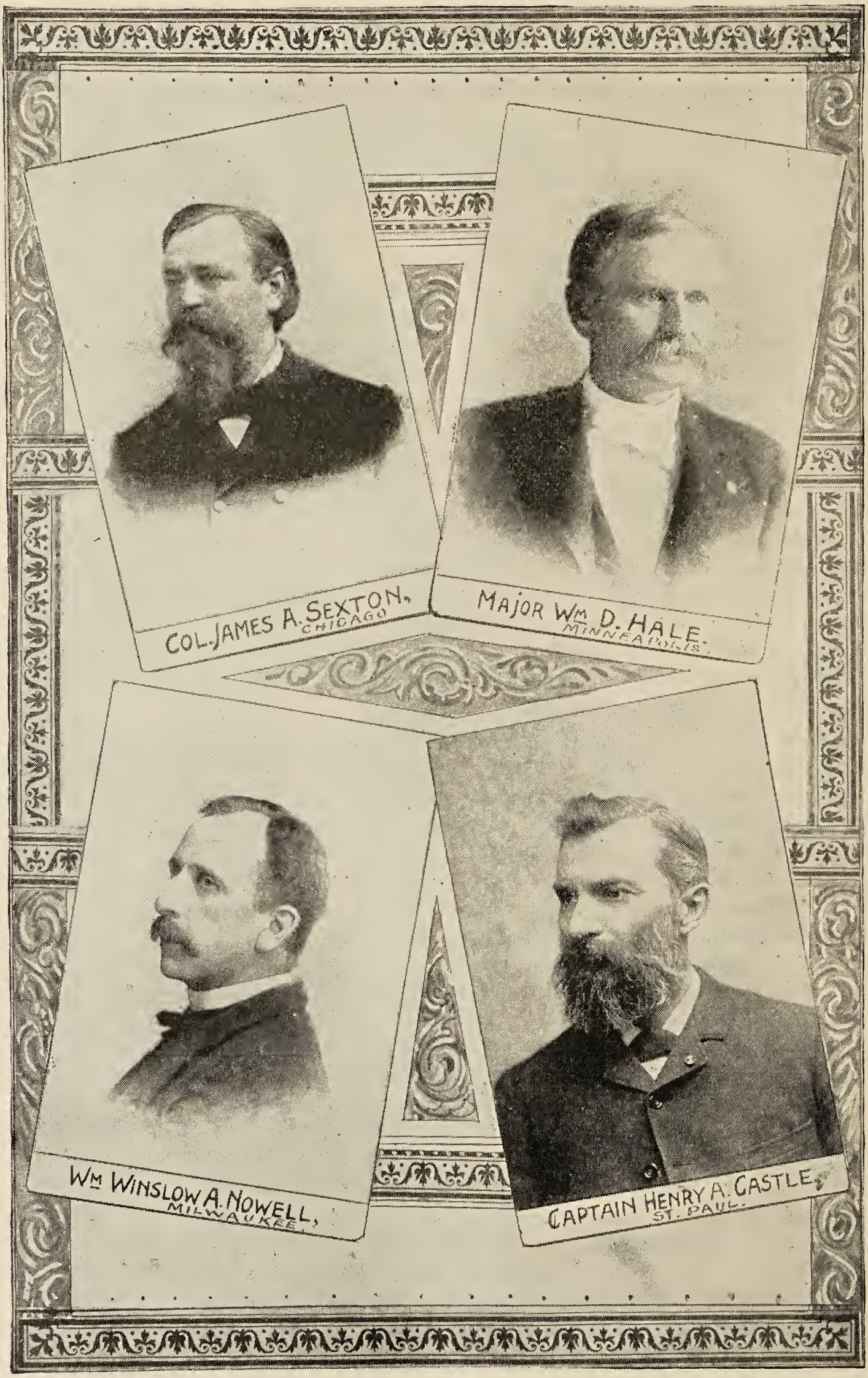
The young man was but seventeen when the war broke out; but he enlisted in the three months service as a private soldier, and then reënlisted in "I" Co., 51st Illinois Infantry, and was made sergeant. In June, 1862, he was transferred to "E" Co., 67th Illinois Infantry, and promoted to a lieutenancy, and in the

August following a company was recruited under the auspices of the Y. M. C. A. of Chicago and he was elected its captain, and the company became "D" of the 72d Illinois Infantry. He commanded this regiment at the battles of Columbia, Duck River, Spring Hill, Franklin, and Nashville, and indeed all through the Nashville campaign. In 1865 he was assigned to duty on the staff of Gen. A. J. Smith, of the 16th Army Corps, as acting provost marshal, and served till the close of the war. After the war he purchased a plantation in Alabama and managed it for a while; but he went back to Chicago before long and founded the now extensive stove manufactory of Cribben, Sexton & Co. Colonel Sexton takes a genuine interest in Grand Army affairs and is a past commander of the Department of Illinois. He is a member of the Loyal Legion, the Chicago Union Veteran Club, the Veteran Union League, and a Mason of high degree; he has held the highest positions in these bodies and is an honored comrade and friend in all of them.

Colonel Sexton's administration of the Chicago post office has been superior enough to attract the merited notice of the Department officials and the plaudits of the public which he serves. He was not trained in the post office duties; but better than that, he evidenced singular aptitude. He is zealous in action and competent in talent. He was a good man to reconstruct and restore the badly tangled and confused condition in which he found his office. Colonel Sexton is patient, persevering, industrious, urbane. His successor will have use for these accomplishments. The postal service of Chicago, on account of the rapid extension and growth in population of that wonderful city, needs money constantly and perpetual reorganization and care; and the local, national and foreign business which its World's Fair brings to the Chicago office will be uncommon enough to tax the most tireless and ingenious worker.

Mr. Winslow A. Nowell, Milwaukee's popular postmaster, was born in Portmouth, N. H., January 31, 1840. He comes of distinguished ancestry, many of whom took part in the early colonial development of New England. Young Nowell obtained a public school and academic education and went to New York City, and later to Milwaukee, in 1864. He was subsequently the proprietor of a pepper mill, which was consumed by fire in 1874. He has since that time held several offices of trust. From 1873 to 1876 he was a commissioner of public works of this city and a member of the legislature in 1877, after which he served as Deputy United States Marshal for the Eastern District of Wisconsin. He was appointed postmaster by President Harrison in August, 1889. A thorough-going Republican, he is an earnest, practical civil service reformer, and his course as postmaster, by the actual demonstration that the business branches of the public service can best be conducted on the merit system, has been such as to win for him the esteem of all but the most unreasonable partizans.

On taking hold of the office, he evinced a determination to run it on business principles, making appointments and promotions to the most responsible positions upon the sole test of qualification. He did not regard the service as a political machine or an eleemosynary institution. He gives more time to the work of his office than any of his employees. He personally supervises and is familiar with the details of the work of every division, prescribing the duties of his subordinates and enforcing the strictest system and accountability, with a kindness and justice, however, that has endeared him to every employee, and he insists not only that the clerks and carriers shall themselves be gentlemanly, but also that they shall be treated as gentlemen by the public. Mr. Nowell is a man


COL. JAMES A. SEXTON,
CHICAGO
MAJOR WM. D. HALE,
MINNEAPOLIS.
WM. WINSLOW A. NOWELL,
MILWAUKEE.
CAPTAIN HENRY A. CASTLE,
ST. PAUL.

of genial manner and a capital entertainer. He is the father of several children who are married. His home is graced by a most estimable wife, who is beloved by a wide circle of friends. Mr. Nowell is a stanch American, and a steady, unswerving friend, a citizen worth having in a town. A local paper said of him at the time of his appointment:

"He is about five feet eight inches in height, has heavy shoulders and chest, dark laughing eyes and an affable manner. He is enthusiastically devoted to his charming family, to the Light Horse Squadron, and to the interests of the Republican party. He is swarthy as a Mexican, polite as a Frenchman, and witty as an Irishman."

The postmaster of St. Paul, Capt. Henry Anson Castle, was born near Quincy, Illinois, in 1841. Both his parents were natives of Vermont. He was trained to mercantile pursuits by his father and afterwards received a collegiate schooling, graduating in 1862. He immediately enlisted as a private in the 73d Illinois Volunteers. After serving three months he was made a sergeant major of his regiment, was severely wounded in the battle of Stone's River, and finally discharged. When his wound healed he raised a company for the 137th Illinois, which he commanded as captain during its term of service. In the intervals he studied law, was admitted to practice by the Supreme Court of Illinois, and opened an office in Quincy. But a severe attack of hemorrhage of the lungs in 1866 obliged him to abandon the law and seek a different climate.

Captain Castle arrived in St. Paul in July, 1866. It became his future home. His health had so far improved in two years that he established the wholesale depot of Comstock, Castle & Co., which he successfully conducted for six years. He then reëmbarked in the legal profession, but in 1876 was chosen editor-in-chief of the St. Paul *Dispatch*, a pursuit more in accord with his tastes. He conducted the *Dispatch* for nearly nine years, most of the time being both editor and publisher. In 1885 he sold his paper, and he has since been engaged in the development of suburban property.

This gallant man has always been an active Republican. He has been a delegate to most of the district and state conventions since 1868 and a speaker in all the leading campaigns. In 1872 he was president of the St. Paul Central Grant and Wilson Club. In 1873 he was a member of the Minnesota Legislature, and the same year took a leading part in the movement which resulted in electing Hon. C. K. Davis Governor. Governor Davis appointed him adjutant general in 1875, and he held his office in a part of Governor Pillsbury's first term. In 1883 he was appointed state oil inspector by Governor Hubbard and held that place four years. He was secretary or treasurer of the Republican State Central Committee a greater part of the time from 1875 to 1883. In 1884 he was made chairman of the committee, and in that capacity conducted the famous Blaine and Logan campaign in Minnesota.

Captain Castle has held many honorary positions involving labor and responsibility gratuitously contributed. He was president of the St. Paul Library Association two years; director of the Chamber of Commerce nineteen years; department commander of the Grand Army three years; president of the Minnesota Editorial Association two years; secretary of the Minnesota Soldiers' Orphans' Home seven years; and president of the Board of Trustees of the Minnesota Soldiers' Home five years. He is a director in two banks and in several business corporations, besides being president of the North St. Paul Land

Company and other institutions of that prosperous suburb hobby. In 1865 Captain Castle was married to Miss Margaret W. Jaques of Quincy, Illinois. The result of this union is three sons and four daughters.

In February, 1892, Captain Castle was appointed postmaster of St. Paul. The St. Paul *Globe*, a paper opposed to him politically said:

"There is no criticism to be passed on the President's selection of Henry A. Castle for the St. Paul postmastership. Captain Castle in the old days used to be a newspaper man, and he generously gave many of the best years of his life to the education and enlightenment of the public in the ranks of a craft whose members labor not for their own profit but for the welfare of others. His abilities have won him success, and he is counted among the first men of this community in character, attainments and capacity. Added to this, he has many charms of manner and mind. He is an agreeable companion, an effective and graceful speaker, either on the rostrum or at the dinner table, and at all times a courteous and interesting gentleman."

Major William Dismore Hale, postmaster of Minneapolis, has been a resident of that city for twenty-four years, among its busiest workers in building up the lumber and milling industries. He went there in September, 1867, and entered the office of the Minnesota Central Railway Company as clerk. Later he entered the office of W. D. Washburn & Co., as clerk and book-keeper. In 1872 he was made agent of the Minneapolis Mill Co., and administered the affairs of the water power for the next five years. Upon the death of G. M. Stickney he was taken into the partnership of W. D. Washburn & Co., in 1876, and he continued to be the manager of its business until its incorporation as the Washburn Mill Company and of the latter corporation until the close of its business in 1889. The transactions of these companies were of great magnitude and variety. In the lumber department logs were cut upon the lands of the company on Rum River and the upper Mississippi, and driven to the booms of the Mississippi. There were two mammoth saw mills operated, one at Anoka and one at Minneapolis, and lumber yards established for storing and drying. As much as 25,000,000 feet of pine lumber have been manufactured in a single year. In the milling department the company operated two flouring mills,—the Palisade at Minneapolis of 1,800 barrels daily capacity, and the Lincoln at Anoka of 700 barrels capacity. They began the manufacture of flour at the time when the new process of rolls was substituted for that of millstones. To his ability to select fit assistance, and his talent for systematizing complicated affairs, Major Hale's great measure of business success is to be attributed. In addition to the care of his private business, Major Hale was from 1875 to 1881 a director and secretary and treasurer of the Minneapolis and Duluth Railway Company, and also a director, from 1875 to 1881, and secretary, from 1878 to 1881, of the Minneapolis and St. Louis Railway Company under the presidency of Senator W. D. Washburn, when these roads were organized and under construction. In 1884, Major Hale was nominated by both political parties as a member of the Board of Education of the city of Minneapolis and elected without opposition. At the expiration of his term he was elected again for three years. He served seven years without compensation in that most responsible office, where good judgment and the most delicate tact are required. Major Hale had resided at Cannon Falls, Minn., whither he had gone in 1856, but he returned east and taught school the following winter, and then went to Kansas, where he spent the next two years. In Cannon Falls, in 1859, he purchased a prairie farm and employed the following two years

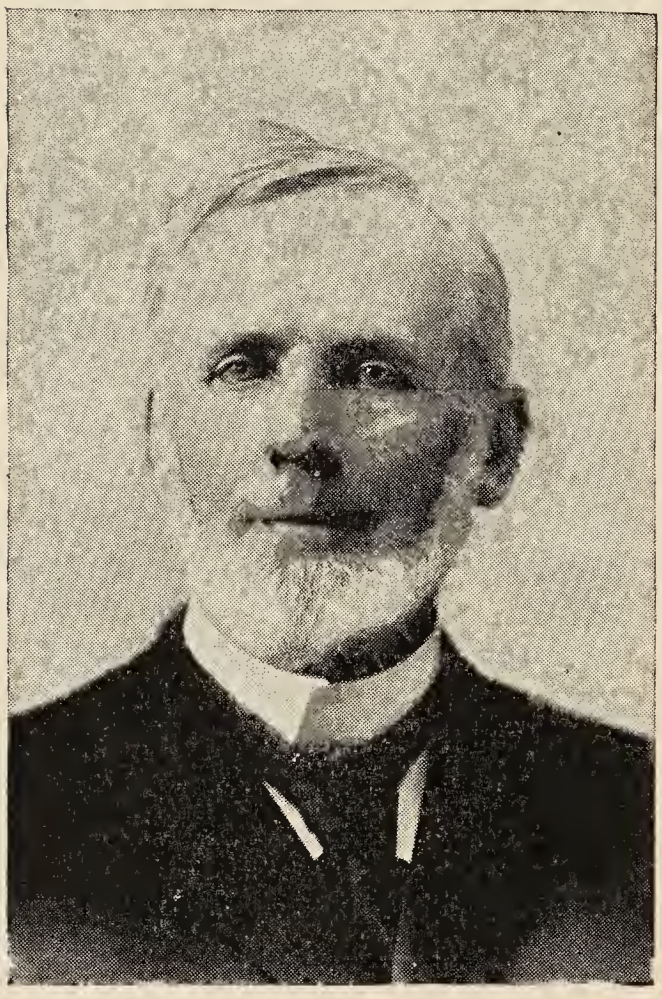
in its cultivation, raising crops of wheat. At the session of the Minnesota Legislature of 1861 he was elected enrolling clerk of the senate.

At the breaking out of the war, Wm. J. Hale volunteered as a private in Company E in the Third Regiment of Minnesota Infantry, was appointed sergeant of the company, and upon the organization of the regiment was promoted to be sergeant major. After rendezvousing at Fort Snelling, the regiment proceeded in November, 1861, to Kentucky, where it was occupied in guard duty with frequent collisions with the enemy. Being captured in Tennessee in July, 1862, in a raid by General Forest, the enlisted men were paroled and joined General Sibley's command in the Indian campaign during the summer of 1862. Exchanged in December of that year they returned to Tennessee in January of 1863. The regiment participated in the capture of Vicksburg and of Little Rock. At the organization of the Fourth Regiment of Colored United States Artillery, Mr. Hale was transferred at the request of the commander of the regiment and appointed adjutant and afterwards major, and stationed chiefly at Fort Halleck. He served with the artillery for two and a half years, until mustered out of service in February, 1866. Allured by his agricultural tastes and experience, he took a plantation in the vicinity of Pine Bluff, Arkansas, and planted and gathered a crop of cotton. The following January, however, his plantation life was closed by a call to serve as agent of the Freedmen's Bureau, in which capacity he was during the summer, the autocrat of two Arkansas counties. This duty over he went back to Minneapolis.

Major Hale was born at Norridgewock, Maine, in August, 1836. His father was Eusebius Hale, a Congregational minister, and his mother Philena (Dinsmore) Hale. The Hales were of English ancestry, the Dinsmores the descendants of John Dinsmore, who emigrated to New Hampshire from the north of Ireland in 1723. The family removed from Maine to Long Island in 1852. Major Hale received an academic education, and the last four winters before going west taught school on Long Island. Major Hale's qualifications for postmaster were his experience in the management of large business interests of all kinds and his proved capacity for the largest trusts. He did even better than had been expected.

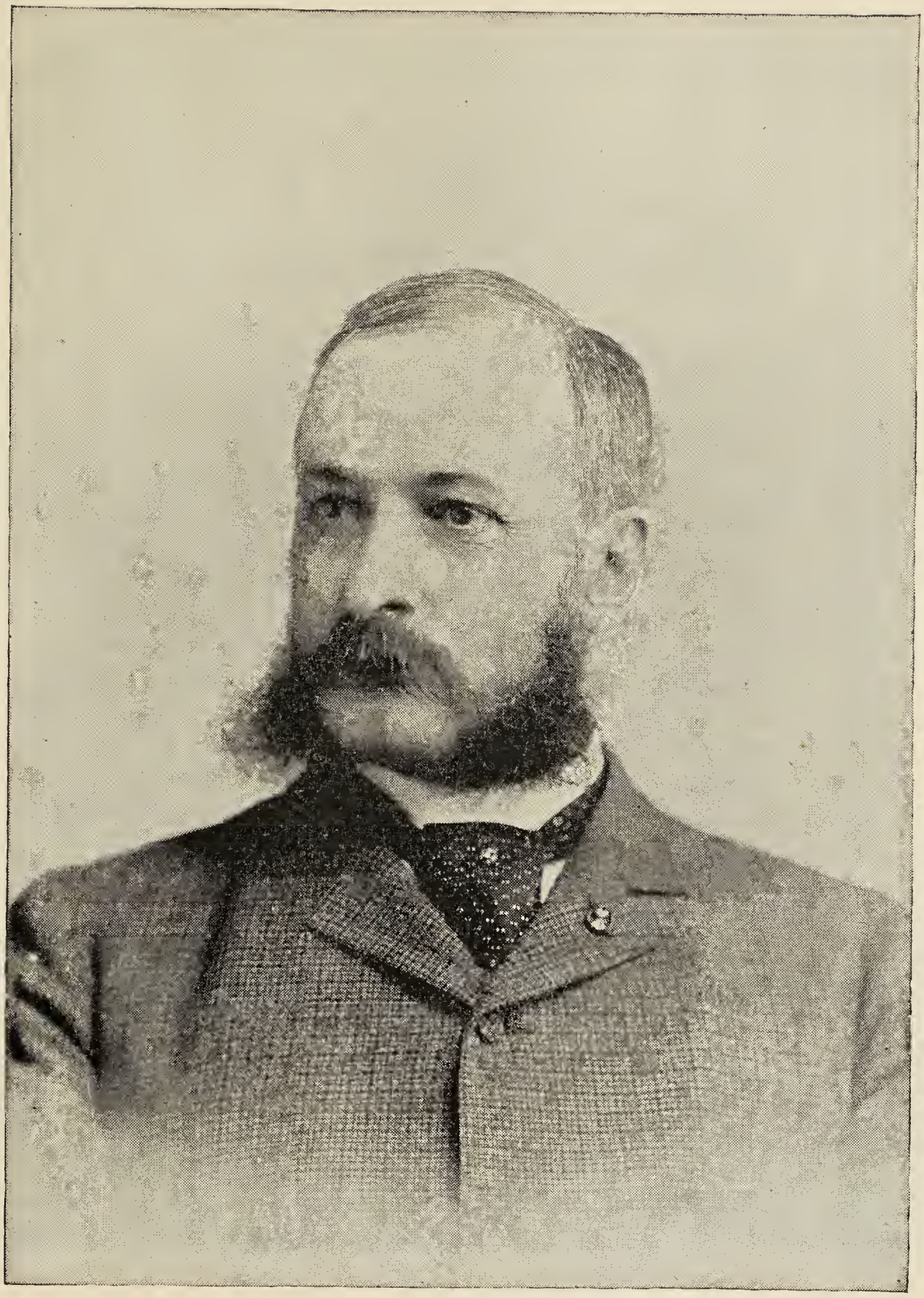
A veteran in the service and a most delightful gentleman is Hon. James C. Conkling, the postmaster at Springfield, Ill. He was born in New York City in 1816. In 1829 he entered the Morristown, New Jersey, academy, and in '35 graduated from Princeton, where he enjoyed the lectures of Professor Albert N. Dowd, Joseph Henry and Dr. James W. Alexander. Mr. Conkling read law at Morristown in the office of Hon. Henry A. Ford. He removed to Springfield, Ill., in November, 1838, and at once began to practise law. The legislature was then holding its last session at Vandalia. The following summer the state records and offices were removed to Springfield. Edward D. Baker, Stephen A. Douglass and Abraham Lincoln were already distinguished members of the Sangamon county bar. The state of Illinois had less than half a million inhabitants and Chicago was a village of four thousand people. Mr. Conkling was first a partner of Hon. Cyrus Walker, but after two years he became a partner of Gen. James A. Shields, then auditor of state, and afterwards a gallant commander in the Mexican War, and still later a United States Senator from three different states. In '45 Mr. Conkling was elected mayor of Springfield, and in '51 he became a member of the lower house. In '56 he was a member of the committee on resolu-

tions in the first Republican state convention in Illinois. This was at Bloomington and John M. Palmer presided over it. In 1860 Mr. Conkling was a Republican presidential elector. In '61 he assisted Governor Yates in raising troops, and in '63 was appointed by Governor Yates agent of the state to settle claims against the Government. In '64 he was again a presidential elector, and in '66 he again went to the lower house of the legislature. Just at the close of the war Peoria, Decatur, Bloomington, Chicago, and other places sought to wrest the state capital from Springfield. Mr. Conkling's bill to provide a new capitol building for Springfield drew out the united opposition of all these places; but it passed by 82 to 80. Mr. Conkling was appointed a trustee of Blackburn University at Carlinville by Judge David Davis, and a trustee of the Illinois State University at Urbana by Governor Cullom. Mr. Conkling is greatly interested in educational as well as political and postal matters, and is proud of his city — which is proud of him.



HON. JAMES C. CONKLING,
Postmaster, Springfield, Ill.

Isaac Brandt, the postmaster at Des Moines, was born near Lancaster, Fairfield County, Ohio, in April, 1827. His paternal grandparents were Adam and Eve Metzler Brandt, who were married in 1775, in Cumberland County, Pennsylvania. Their lives were constantly in danger from the Tories and the roving bands of Indians, but they were both good shots. Indeed, it was the custom of the husband to carry a rifle on his plow, and the wife always had another by her side as she sat by her spinning wheel under the shade of a tree near the centre of the field. Adam Brandt enlisted in the Continental Army, served with distinction, and returned to his home to enjoy fifty years of wedded life. Three of this man's sons have celebrated golden weddings, and Isaac Brandt and his wife bid fair to celebrate theirs. Mr. Brandt's father was a saddler. The boy went to the district school in Lancaster and to Williams College and was apprenticed at the age of sixteen to learn the shoemaker's trade; and he either worked at shoemaking, or went to school, or taught school in the winter, until he was twenty-one. On his twenty-first birthday he began business for himself. In 1850 he removed to Auburn, Indiana, and carried on the shoe business. In 1854 was elected sheriff of DeKalb County and served two years. In 1856, in company with Judge John Morris of Fort Wayne and Hon. T. R. Dickenson of Waterloo, he visited Illinois and Iowa, and in 1858, removed with his wife and three small children to Des Moines, where he became a general merchant. He was a delegate to the Republican Convention in Indianapolis in 1856; was appointed assistant treasurer of Iowa in 1867, and in 1873 was elected a member of the Fifteenth General Assem-



JOHN B. HARLOW, POSTMASTER, ST. LOUIS.

bly of Iowa, and was chairman of the Committee of Ways and Means, and of Cities and Towns. In 1877 Mr. Brandt was a member of the city council of Des Moines, and he was made mayor pro tem. by that body. He has been associated with the Independent Order of Good Templars for thirty-six years, and for six years he was grand worthy chief of the order in Iowa. He was one of the original Abolitionists. When a mere boy he spent a quarter, all the money he had in the world, to feed a fugitive slave, and his homes in Indiana and Iowa

were always recognized as safe retreats for the hunted black man. He first met John Brown in 1857, and afterwards saw him three times at Des Moines. The last time was not long before the attack on Harper's Ferry. John Brown came along early one morning with four negroes lying in his covered wagon on a bed covered with corn stalks. The party stopped in front of Mr. Brandt's house on Capitol Hill and John Brown talked with him, until, leaning over the front gate, he finally said good-by. Mr. Brandt still preserves the old gate as a cherished relic. The Des Moines postmaster possesses the characteristics of his German and Scotch ancestry, and his earnestness, self reliance and energy account for his recognized success.

Mr. John B. Harlow, postmaster of St. Louis, was born at Sackett's Harbor, Jefferson County, N. Y., in April, 1844, and moved with parents to Central Illinois, when he was ten. In April, 1861, he enlisted in Company F (the first company organized in Tazewell County) of the 8th Illinois Volunteers for three months' service. He reënlisted in August, 1861, for the war, in the 47th Illinois Volunteers, and he served with his regiment until the war was over. Mr. Harlow participated in the campaigns in Missouri, Arkansas, Tennessee, Kentucky, Mississippi, Louisiana and Alabama; notably the sieges and battles of Island No. 10, in front of Corinth, Iuka, Corinth; the siege and assault on the works at Vicksburg, May 22, 1863; with Gen. A. J. Smith and the 16th Army Corps in the Red River Campaign; at Chicot, Arkansas; after Price through Arkansas and Missouri, and at Nashville in the fall and winter of 1864; and in the Mobile campaign in 1865. He was commissioned lieutenant in 1864 and breveted captain in 1865 for gallant and meritorious service in the field, and was mustered out February 8, 1866.

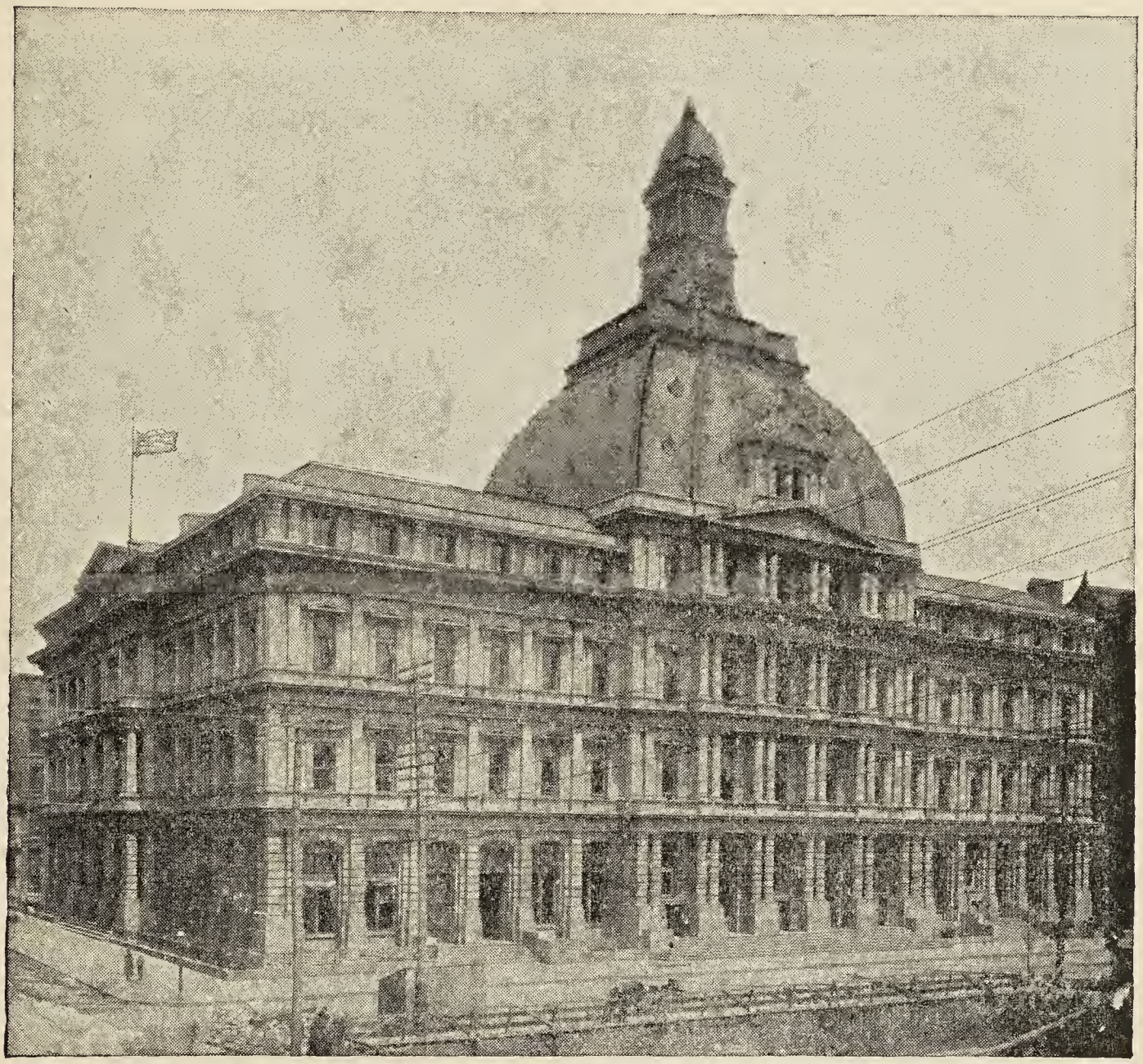
Mr. Harlow entered the postal service as clerk on the Chicago and Centralia R. P. O. in September, 1866, and was promoted to head clerk and transferred to the Chicago & St. Louis R. P. O. in 1868. In 1870 he was entailed to assist in the establishment of "double daily" postal service between Buffalo, New York and Chicago and next promoted to chief head clerk and assigned to duty at St. Louis, Mo. (the initial step towards the establishment of a division, with headquarters at that place) in 1871. The office of superintendent of mails having been created, Mr. Harlow was promoted and assigned to that position at St. Louis, April, 1873. January, 1890, he was promoted and commissioned postmaster at St. Louis by President Harrison.

This is the plain tale, promotion, promotion, and then promotion, of a plain man, "Major" Harlow. He is not a major at all. "The title is based," as he himself once explained to a friend, "solely upon the fact that, when tendered a majority near the close of the war, I positively declined the same, and although I have made innumerable efforts to 'detach' the title, it has clung to me (as such honors will) for the past quarter of a century; and it seems that I might as well try to prevent my intimate friends from calling me 'John.'"

But this simple story of promotion: it describes one of the most notable characters in the postal service, a man admired by all the postal people whom he knows, from special delivery boy to Postmaster General, and admired and taken pride in by the people of his city. Postmaster Harlow compels more results with the same money than any other postmaster; that is, his operating expenses, compared with his receipts, are the smallest in the country. He knows the railway mail, the post office, the delivery, inside and out. He has been frequently summoned to Washington to serve on commissions; and his chief value is not, as

might be supposed, that he knows so much about the service (great as that value is), but rather that his knowledge is ingenious, restless and creative, and is made to do duty not for show purposes, but for greater and greater improvements constantly. Mr. Harlow knows when somebody has an idea, and he knows what to do with it; and he has ideas of his own.

Almost everybody in St. Louis knows, or ought to know, of the kind heart and the good deeds of Isaac H. Sturgeon, the assistant postmaster. Although past seventy, no one would ever call him old. Nobody but Mr. Sturgeon



THE ST. LOUIS POST OFFICE.

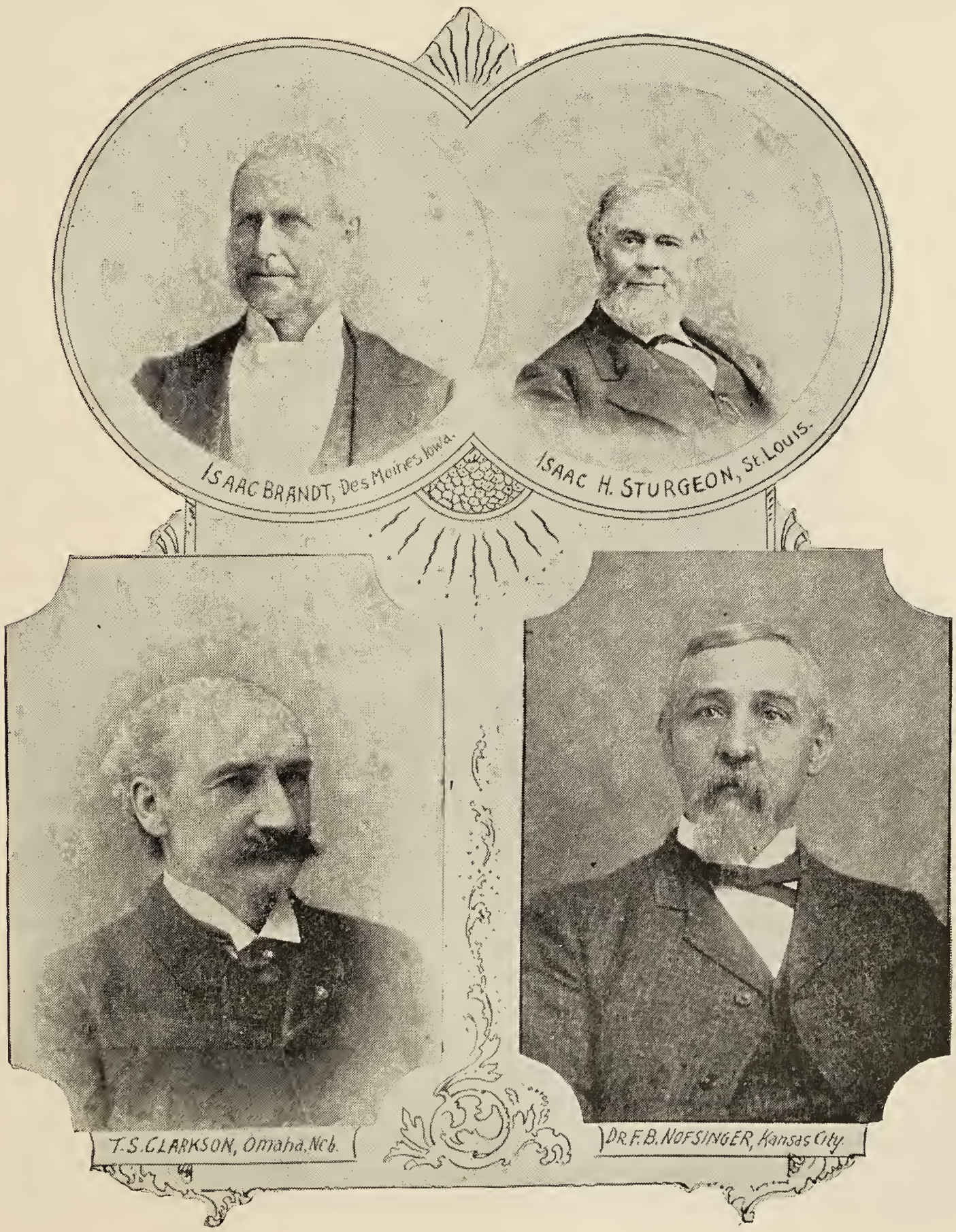
himself could tell the tales of lovers and husbands and wives united, and all the other stories of the mails, and he would be too modest to do it. This old school gentleman was born in Jefferson County, Kentucky, in 1821, when it was known as "The dark and bloody ground." His great-grandfather, John Hume, was of Scotch origin, and his grandfather, Thomas Sturgeon, was of Scotch Irish origin. On the maternal side his grandfather, Edward Tyler, was of English origin and his grandfather, Isaac Hughes, was of Scotch origin. Mr. Sturgeon's uncle, Robert Tyler, was for fifteen years the law partner of James Guthrie, Franklin Pierce's Secretary of the Treasury. In the family of this gentleman Mr. Stur-

geon was raised. He went to St. Louis in 1845. In April, 1848, Mr. Sturgeon was elected in St. Louis to the Board of Aldermen, reëlected in 1850, and 1852, overcoming a Whig majority. In August, 1852, he was elected state senator from St. Louis. In April, 1853, President Franklin Pierce appointed him United States Assistant Treasurer, and President James Buchanan reappointed him, and he held the position until his term expired, when Mr. Lincoln appointed a Republican to succeed him. He was president and superintendent of the North Missouri Railroad for eleven years. He was many times appointed by President Grant a United States commissioner to examine railroads built with Government aid, his last work of the kind being upon the first section of the Texas Pacific Railroad. When the whiskey frauds of 1875 were discovered, and a collector of internal revenue in St. Louis had to be named, Mr. Sturgeon was appointed by President Grant to the position, which he held through the administration of Presidents Grant, Garfield, Arthur, Hayes and Cleveland, until the 10th of November, 1885, when President Cleveland gave the position to a Democrat.

Mr. Sturgeon, though acting with the Democratic party till the Rebellion, was always a Union man. During the pendency of the compromise measure of 1850 he was in Washington for months, and was on intimate terms with Henry Clay and warmly espoused his compromise measures. Mr. Clay's son, James B. Clay, married a sister of Mr. Sturgeon's aunt, Miss Susan Jacob, of Louisville, Kentucky. He saw Mr. Clay almost daily and ventured to suggest to Mr. Clay that if public meetings could be gotten up all over the country in favor of his measures, it would make more sure their passage, as the wavering and doubting members would become firm supporters, if they felt sure their constituents would sustain them. "Yes," said Mr. Clay, "but I am so tired and worn with sustaining the debate that I am unable to write the letters to start their meetings." Mr. Sturgeon asked if he might write to Louisville, and also to St. Louis, on the subject and say that he did so with his (Mr. Clay's) sanction. He said yes, and Mr. Sturgeon at once wrote to Hon. James Guthrie, leader of the Louisville Democracy, and to his personal friend, Geo. D. Prentice, editor of the Louisville *Journal*. Mr. Prentice published Mr. Sturgeon's letter and editorially remarked that it was from a young Democrat, but a patriot. A tremendous mass meeting was held, over which Mr. Guthrie presided, and resolutions were unanimously passed in favor of the measures. A similar meeting was held in St. Louis, and similar resolutions were passed.

As assistant treasurer at St. Louis until April, 1861, Mr. Sturgeon was instrumental in preventing the seizure of a million of United States treasure, and of munitions of war of very great value, by the Secessionists. In 1849, when he was in Albany, he introduced a preamble and resolution calling a national convention in St. Louis for October of that year, in favor of the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean. The resolution passed unanimously. Hon. Stephen A. Douglass presided over the convention, and Colonel Benton made an eloquent speech. Hon. W. R. Thompson of Indiana also made a speech. But nothing ever came of the convention. In the wartime, however, the railroad and the telegraph were projected. The Southern states having seceded, St. Louis, according to Mr. Sturgeon, was robbed of the position of starting point, and it went to Omaha; and to the additional fact that the war cut off the Southern trade from St. Louis, he attributes the advantage of Chicago over St. Louis, which has never been regained. After the

war, when Col. Tom Scott undertook to build the Texas and Pacific Railroad, Mr. Sturgeon saw an opportunity to repair the injuries to St. Louis. He wrote vigorously for his adopted city as the best eastern terminus. Another national convention was called; but Congress was overwhelmed with so much contention on the part of New Orleans, Vicksburg and Memphis, which insisted that one or the other of them and not St. Louis should be the terminus, that the cherished object was defeated a second time. In 1874 the chief eastern and western trunk lines of railroad sent representatives to Saratoga to organize to regulate voluntarily their interstate commerce, and Mr. Sturgeon was selected as one



of the western commissioners. But the managers of the railroad did not deal fairly with one another, and the attempt was abandoned after six months. On eight different occasions, President Grant selected Mr. Sturgeon to examine railroads built by Government aid. Mr. Sturgeon was married in 1858 to Miss Nannie Celeste Allen, daughter of the late Beverly Allen, a distinguished lawyer of St. Louis. His wife's mother was a sister of General John Pope, and granddaughter of Judge Nathaniel Pope, long the United States Circuit Judge of Illinois. Of eleven children eight are still spared to them.

Dr. Francis Bacon Nofsinger, the postmaster of Kansas City, was born in Montgomery County, Indiana, in November, 1837. His father, William R. Nofsinger, was prominent in politics, having served in the Indiana legislature two terms and in the convention that formed the State Constitution, was trustee of the Wabash & Erie Canal in 1852 and was elected State Treasurer in 1854. Young Nofsinger was studying medicine when the war broke out, but he at once entered the army and gave his services (being an ungraduate) for one year to the medical department without pay. Having graduated at the Nashville Medical University in 1863, he was appointed an assistant surgeon, and he remained in the army until the close of the war. Dr. Nofsinger removed to Kansas City in June, 1869, and went into the pork and beef packing business. In 1873 he was elected president of the city council, and one year later became president of the board of trade, which position he filled, with honor to himself and benefit to his city, for four consecutive years. In November, 1889, Dr. Nofsinger was appointed postmaster. He is a business man, pure and simple; but just as, at one time, he was champion chess player for the states of Indiana, Illinois, Ohio and Michigan (and he excels at quoits), so he has moved his men on the post office chessboard out of discord and discontent into harmony, enthusiasm and success. Dr. Nofsinger is a man of fine presence, gray haired, and universally popular in his very lively town.

Col. Thaddeus Stevens Clarkson, postmaster of Omaha, was born at Gettysburg, Pennsylvania, in 1840, and received his education at the college of St. James in Washington County, Maryland, three miles from the Antietam battlefield. At seventeen he moved to Chicago. He enlisted in Company A, 1st Illinois Artillery, on April 16, 1861, as a private; was promoted to adjutant of the 13th Illinois Cavalry, in December, 1861; served twelve months on the staff of Brig-Gen. J. W. Davidson; commanded Battery K of the 2d Missouri Artillery by assignment for six months; and was made major of the 3d Arkansas Cavalry in December, 1863, commanding that until nearly the close of the war, and making for himself a record that any soldier might be proud of.

After the close of the war Mr. Clarkson settled in Omaha, then a town of about three thousand five hundred people, and he has since been identified with Nebraska and her interests. He has taken a prominent part in the reorganization of the old soldiers, has been department commander of the Grand Army for Nebraska, and is at present junior vice-commander-in-chief of the national organization. Colonel Clarkson was appointed postmaster of his adopted city, which he had seen grow to such superb proportions, and he has been a model officer, managing his office, pushing for more men and larger extensions of the service, earning the unmeasured praise of his patrons and the papers, just as he used to fight, with dash and sure success. He is a handsome, military looking man, popular at the department and strong in Nebraska politics.

The postmaster of Denver, another member of the conference, is a rushing business man and politician, Mr. John Corcoran, young, full of snap, and "spry" enough to keep up with the steady growth of his beautiful town. Mr. Corcoran was born in Cairo, Illinois, in 1848. He joined an Illinois regiment at the outbreak of the war, but was wounded before he had been enrolled, and was in consequence not accepted as an enlisted man, though he later went into the navy and served all through the war. When it was all over he went to Friar's Point, Mississippi, where he engaged in mercantile pursuits. He was chief mover in the organization of the free school system at that place and for several years was a member of the Mississippi legislature. He went to Colorado in 1878 and there remained, devoting himself to mining and mercantile business with conspicuous success. He is proud to be called a merchant.

Postmaster Corcoran had long been a power in Colorado politics, as well as an influential factor in Denver business affairs, when he was appointed postmaster July 1, 1889. He was a good talker on the stump and a shrewd, careful organizer, and had not only figured prominently in the legislature of Colorado, but had been chairman of the county committee of his county. In these posts he always enjoyed the confidence of the party managers and had the good will and loyalty of his constituents always to depend upon. His incumbency as postmaster has been marked by a similar activity and satisfaction. Mr. Corcoran is a quick, incisive person, who is all business when it is business, and all fun when it is fun.



MR. ALBERT J. SHAW,
Postmaster at Spokane.

When Postmaster Shaw first went to Spokane Falls, he became identified with the *Review*, as its business manager, and afterwards as associate editor. Later he resumed the practice of law. He formed a partnership with Millard T. Hartson and also engaged extensively in the real estate business. The initiative step toward the success of the Spokane Exposition was taken by Mr. Shaw. When the enterprise was not yet an assured fact, he labored earnestly to place it upon a substantial basis, and his efforts left no doubt of its success.

Albert J. Shaw was born in Aurora, N. Y., in April, 1856, and after a thorough course at Genesee Wesleyan Seminary, at Lima, N. Y., was graduated from that institution in 1878. He was admitted to the bar of Rochester, N. Y., in October, 1881, and practised successfully in that city until the spring of 1884, when he was appointed, by President Arthur, Receiver of Public Moneys at Lewiston, Idaho. He served in that office his full term with credit to himself and to his chosen party. With the change of administration he resigned his office. Mr. Shaw was honored by President Harrison with the appointment of

postmaster at Spokane without his solicitation, and he has made a fine office in that wonderful bustling country.

Mr. J. O. Coleman, postmaster of Sacramento, was born at Hopkinsville, Kentucky, in January, 1845. There he obtained a common school education, and learned the trade of cabinet maker. In 1863, by advice of his physician, he went to California, and after a brief stay, returned as far as Virginia City, Nevada, where he obtained employment in the famous Gould & Curry Mine. The high altitude did not agree with him, however, and he returned to Sacramento, and obtained a situation in a commercial house. In 1866 he returned to his native state, and was successful in the hardware business; but he went to California in 1877, and after visiting many portions of the state, decided to settle permanently in Sacramento, where he opened an exchange and loan office. He has taken an active part in public matters, the success of many of which has been credited to his watchfulness and push. Of those which have shown lasting results may be mentioned the free, open air concerts, the Citizens' Improvement Association and the Sacramento Street Improvement Co. At no time has he been free from some public work. As an originator and organizer Mr. Coleman was most prominent in the grand flower festival tendered by the citizens of Sacramento to Mrs. Margaret E. Crocker. It was he who suggested the unique testimonial and set about to interest the citizens in the affair. Mr. Coleman has always taken an active part in campaign work. He is a quiet worker and thorough in details, and though he cannot be classed as a public speaker, yet he readily expresses his views clearly and concisely. He was prominently mentioned for mayor in 1887, though he had never asked for recognition by his party. He was appointed postmaster in 1890, having been recommended for the position by one of the strongest petitions that was ever sent from Sacramento. Mr. Coleman has a fine soft side. He loves flowers and is fond of books; and he has taken into the Sacramento office not only the skill and business prudence that has made him of so much consequence in the public affairs of his city, but also the civility of the accomplished and loyal gentleman.



MR. IRVIN A. BENTON,
Lately Postmaster at Salt Lake City,

The gallant postmaster of San Francisco, Gen. Samuel Woolsey Backus, was born in Poughkeepsie, N. Y., in November, 1844. He went to California with his parents in 1852. His education was largely received in the public schools of Sacramento. It was in that city that he first gave evidence of the stern quality which has since earned for him so much esteem and confidence. When a lad of but eighteen years, he joined the ranks of the California Hun-

dred, and bravely started east for the defence of his country. This was in January, 1863; and from that time until the close of the war he served with distinguished honor, taking part in most of the Virginia campaigns and earning notice more than once for bravery on the field. After the close of the war he served one year as an officer of Company F, 2d California Cavalry, on the Modoc frontier, and during the winter of '65 and '66 was assigned to the command of Fort Bidwell.

Resigning from the army he went to San Francisco and entered business as a shipping and commission merchant. This period of his life extended from 1867 to 1878. In 1877 he was elected on the same ticket with Hon. John F. Swift to represent the old 19th Assembly District in the legislature. During his term as assemblyman he succeeded in accomplishing much for the National Guard of California, and his services in this line earned for him later the appointment of adjutant-general for the state, which honor was conferred upon him by Governor Perkins in 1880. His thorough executive ability here came into full play, and a most systematic reorganization of the state militia was effected.

In 1882 General Backus was appointed postmaster of San Francisco by President Garfield. He held this position for four years. His administration was noted for its efficiency, and consequently for its popularity. So marked was his success that, upon the expiration of the term of President Cleveland's appointee in 1890, General Backus was again selected for the place by President Harrison. In administering the affairs of his office, General Backus is especially noted for his close attention to the most trifling details. He gives his entire attention to the work in hand, directing the labors of hundreds of clerks and insisting upon a strict observance of a systematic code of office rules.

As a worker in the ranks of the Grand Army General Backus has earned a warm place in the hearts of the old soldiers. He was one of the organizers of Lincoln Post No. 1, of San Francisco, and he served twice as its commander. In 1877 he was made commander of the Department of California. In 1886 he was elected senior vice-commander-in-chief of the national order. His latest honor consisted in his election, in May last, as commander of the Loyal Legion of the California Commandery. It is not in public places alone, however, that General Backus has distinguished himself in his community. He takes rank as a journalist of uncommon energy and originality. In 1885 and '86 he was publisher and proprietor of the San Francisco *Evening Post*, and in 1890 he became sole proprietor of the *Wasp*, the *Puck* and *Judge* of the Coast. Both of these papers sprang into new life as the result of his brief but vigorous management.

Personally General Backus is one of the most polished of men. He is a student, a keen observer of men and a good speaker. He is prompt in action, a splendid organizer, a through disciplinarian. He is patriotic, true to his friends, broad gauged, and not limited or held in check in the performance of good deeds by personal prejudice, whether of race, creed or color.

A thoroughly popular official is Mr. D. S. Richardson, assistant postmaster of San Francisco, in whose energetic make-up are combined the traits which make the best successes certain. He was born in Massachusetts in 1851. He went to California, however, four years later, so that he may rightly lay claim to the title Californian. He was educated in the public schools of Oakland, and subsequently attended the University of California. He adopted the vocation of school teacher, and from 1868 to 1873 taught school in various parts of the state.

He met with a thousand and one experiences which he subsequently wrote into a series of the most delightful magazine articles.

Mr. Richardson went to Mexico in 1874 as the correspondent of the San Francisco *Chronicle* and contributed to its columns a number of sketches specially dealing with the romance of Aztec civilization. In 1875 he was appointed secretary of legation in Mexico City, under Hon. John W. Foster, then Minister to Mexico. He held this responsible position until 1879, when he returned to San Francisco to enter the postal service as secretary under General Coey. He con-



tinued in this position during the administration of General Backus from 1882 to 1886, and retired from the service during the administration of Mr. Cleveland to accept the post of foreign secretary to the Japanese Consul in San Francisco, which he held till 1890. Upon the reëntry of General Backus into the postmastership, the position of secretary was again offered him, and in April, 1891, he was appointed to his present position of assistant postmaster.

In his leisure moments Mr. Richardson devotes himself to literary pursuits. Several years ago he contributed extensively to the best western magazines and periodicals, and achieved a wide reputation for his honest, vigorous style. Though not closely identified with politics, Mr. Richardson is popular among the

party leaders of his state, and the notably able manner in which he has administered the arduous requirements of his present position assures his friends that his full capacity for public affairs is yet really to be tested. Mr. Richardson is a handsome man, generous and hearty to the utmost, a delightful correspondent and a friend to be very proud of.

Mr. Alexander M. Cox, superintendent of the city delivery division of the San Francisco office, represented General Backus at the conference of postmasters. He is one of the best equipped men in the postal service west of the Mississippi River; in its broadest sense a self-made man, having risen to his present position from the ranks and for merit alone. He was born in Virginia in 1849. Between 1865 and 1874 Mr. Cox was engaged in mercantile pursuits in his native state and in New York. Then he decided to try his fortune in California, and he reached San Francisco in November, 1874. In March, 1875, he was appointed a letter carrier by Postmaster Coey, and within a year he had proved his all-around capabilities so well that he was made assistant superintendent of carriers. In March, 1877, he was transferred from that position to be superintendent of Station A, a place of much responsibility. So exceptional was the reputation that he made for intelligent work and executive skill that Postmaster Backus selected him, in October, 1882, for his superintendent of carriers and city delivery, and made him at the same time ex-officio General Superintendent of the entire office. The latter position he now holds. At the conference of postmasters he acquitted himself with great dignity and credit.

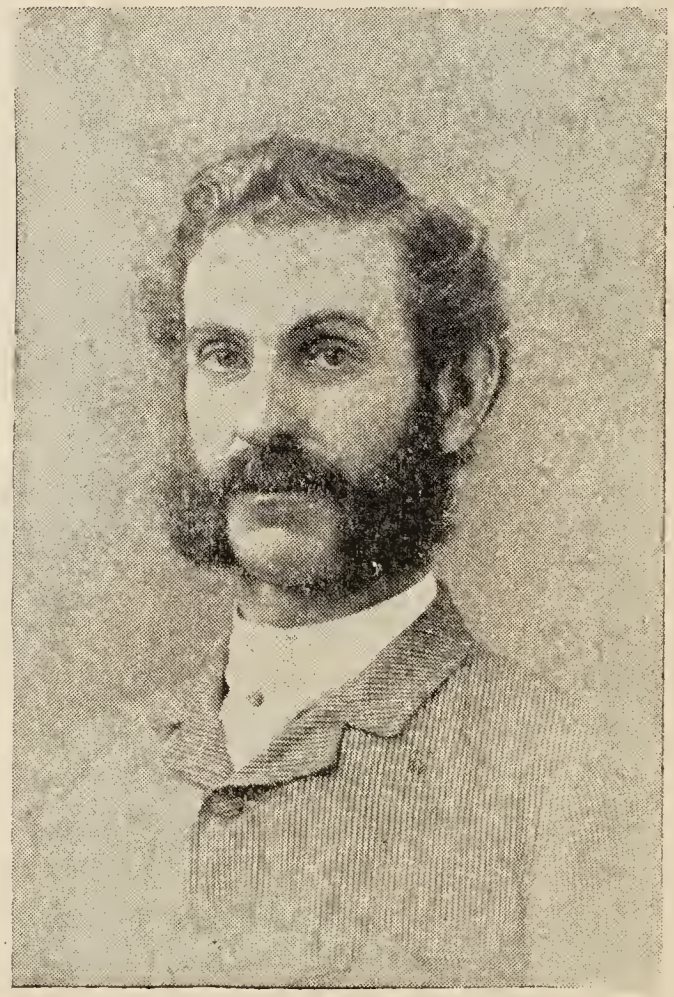
Mr. Cox is a man of agreeable manners, prompt, thoroughly a master of his business, and full of the right progressive spirit. Few men in the service have a wider circle of friends. He has that rare faculty of being able to govern men, and at the same time to preserve with them relations of cordial good will. He has introduced not only complete order into his division, but many improvements which have secured for him the commendations of experienced officials in other offices and at the Department.

CLERKS' AND CARRIERS' ORGANIZATIONS.



HE postal employees have their local organizations for mutual benefit. They also have national organizations. One is the National Association of Carriers, another the National Association of Post Office Clerks, another the U. S. Railway Mail Service Mutual Benefit Association, and the fourth the National Association of Railway Postal Clerks. The postal employees have their papers. One, the *Postal Record*, a monthly published in New York, is devoted chiefly to the interests of the carriers — though it takes hardly less interest in the clerks and all the rest. The *R. M. S. Bugle*, a monthly journal, is published in Chicago, and, as its name implies, is chiefly devoted to the Railway Mail Service.

The first editor of the *Postal Record* was Alvin G. Brown. He was born in Reading, Mass., and went to school until he was thirteen, when he learned the trade of printer in the office of the *Middlesex Journal*, published at the neighboring town of Woburn. After that he entered the printing office of Rand, Avery & Co. in Boston. He was only a boy when President Lincoln called for 300,000 volunteers, but he threw his stick down, and, running away to Lynnfield, enlisted for three years in the Woburn National Rangers. It was found that the boy was too young to enlist without the consent of his parents. He finally secured this, and was mustered in with Company K of the 39th Massachusetts Volunteers.



MR. ALVIN G. BROWN,
Founder of the Postal Record.

He did not come home until the war was over, and, though participating in twenty-two battles, escaped without a wound. He was in the Grand Review. Mr. Brown's health was not good when he returned to Massachusetts after the war and he worked at the printer's trade for seven years in Ohio. But he wandered back home again, was foreman of a printing office in Stoneham, and then he bought an office in Malden for himself. He now has these same presses and employs a dozen or more men. In November, 1888, he began the publication of the *Postal Record*. The new journal was clean-cut and newsy. It was a difficult matter the first year to convince the postal people that they needed such a publication. But a detailed account of the first Annual Convention of the Letter Carriers, at Milwaukee, was given. After that the prosperity of the *Record* was certain. In the volume of 1890 Mr. Brown published monthly beautiful half-tone pictures, with discriminating sketches accompanying them, of the chief officials of the Department and the chief postmasters; and he printed pictures and sketches of the leaders among the carriers and the clerks. An especially fine illustrated report of the dedication of the Sunset Cox statue in Astor Place was given. The first convention of post office clerks, which was held in Washington in January, 1890, made the *Postal Record* its official organ, and at the second convention of the National Association of Letter Carriers, Mr. Brown's publication was voted a similar mark of confidence. Mr. Brown is a thorough printer, and no exception could ever be taken to the typographical appearance of his paper, nor to the matter in it, either. But he was not directly connected with the Department, and he thought it wise that his publication should change hands. In September, 1891, he sold out to John

Old Times and New.



YE PIONEER POSTMAN.

Where is the Postman, Nancy, with the
New England mail?
How slow he was a comin', along the In-
dian trail,
And some poor fellows never came — in
solitude they fell,
Before the savage tomahawk, with none
to tell the tale.

Now, everywhere, o er all the earth the
latest news is known,
By the far reachin' telegraph, and speakin'
telephone;
And fast trains gather up the mails, along the
iron path,
As whirlwinds to the autumn leaves that fall
before their wrath.

JOHN H. YATES.

FAC SIMILE FROM A CORNER OF THE OLD POSTAL RECORD.

THE POSTAL RECORD.

Vol. 5. A JOURNAL FOR POSTAL EMPLOYEES. No. 10.

MONTHLY. $1.00 PER ANNUM IN ADVANCE. NEW YORK OCTOBER, 1892 SINGLE COPIES 10 CENTS.

HOUSE COLLECTIONS.

THE POSTMASTER-GENERAL'S GREAT DEPARTURE BASED UPON SUCCESSFUL TESTS.

Postmaster-General Wanamaker has just issued his long expected order deputizing the postmasters in free delivery cities, towns and country communities to put up house letter boxes for the collection as well as the delivery of mail, whenever two-thirds of the house holders on a given route signify their desire to have this new double service. The letter boxes tested in St. Louis and Washington have been selected, as is well known, after two years of examination among 1,600 models, and in St. Louis, especially, where the practical test of the collection and delivery box was tried under the most unfavorable conditions possible in that or any other free delivery place, have the results been especially gratifying to Postmaster Harlow and to the Department. The test shows that collections as well as deliveries are possible without any loss of time on the average, and that where circumstances are favorable, as on compactly settled routes, time is actually saved—which may be devoted, of course, to putting on extra deliveries at the proper time. A remarkable thing discovered is that this new double service, that of delivery without delay to safe receptacles at everybody's door, and that of collections without delay from safe places and upon all the regular deliveries at houses where the little disc indicates that mail is to be collected, is now possible, and that, too, without any appreciable change in the carrier force, and hence without expense to the Department—except, of course, as time enough is saved to permit the putting on of more deliveries or the employment of more carriers with the money saved.

Postmaster Harlow's report is as follows

POST OFFICE, ST. LOUIS, MO.
OFFICE OF THE POSTMASTER,
July 16th, 1892.

(*Copy.*)

Hon. S. A Wnitfield, First Assistant Postmaster-General, Washington, D. C

Sir—In compliance with instructions received from your office, dated respectively December 23d, '91, and February 3d, '92, I have caused a thorough test to be made of the House Letter Box *for delivery and collection* (Model 345, "A," special number 14, now known as "The Postal Improvement Company's box"), and respectfully submit the following result of said test;

The principles primarily involved were—

1st. A delivery and collection box to be applied to the exterior of houses.

2d. An interior delivery and collection box to be attached to the doors.

3d. 'A box for delivery and collection to be built into the walls of dwelling houses.

As evidence of the adaptibility of the box in question, I will state that, of the ninety-three boxes now in position, eighteen are placed or built in walls, varying in thickness from four inches to three feet; thirty-five are attached to porches or posts, some being placed in columns supporting porches (with a flush face, the boxes being inside the column), the remainder being placed on doors. In one instance the owner connected the box at the door with the electric annunciator in the servants' hall, the alarm being sounded by the opening of the box. All of which is, to me at least, satisfactory proof that the box can be adapted to almost any situation, and, in my opinion, reasonably meets all the requirements of the Department

With a view to make the test, from a postal standpoint, as severe as possible, route 554 was selected for the reason that all of the residences thereon are located not less than seventy-five feet from the street line, necessarily increasing the distance to be covered by the carrier, and also requiring special vigilance on his part to note if the "collection target" is displayed.

Inclosed herewith please find detailed report of the Superintendent of City Delivery (with map of route 554, and statement of carrier). Also a number of letters received from the house-holders on said route.

The increase in collections as shown by the report in detail, is no doubt attributable to the greater convenience for mailing together with the more assured prompt delivery of letters, than via—as heretofore—the pocket of the "man of the house;" while an additional convenience to the public may be fairly anticipated, in the matter of orders with small remittances for stamps, envelopes, etc, to be brought in by the carrier, the money and order going direct into the hands of a postal employee, who collects, fills and delivers the same, thus reducing the chances of loss to the minimum

Permit me to say in conclusion I am confident that a house-to house collection and delivery service can be maintained even on an exceptionally difficult route, and on ordinarily closely built routes would without material loss of time to the carrier; result in the saving of considerable time over the present system. I am, Sir, very respectfully,

(Signed) JOHN B. HARLOW.
Postmaster.

Superintendent Cookson's letter said:

POSTOFFICE ST. LOUIS, MO.,
THIRD DIVISION, July 15, 1892.

Mr John B Harlow, Postmaster, St. Louis, Mo.

Sir—In submitting the enclosed report showing test of the route 554, before and after house delivery and collection boxes were put up, I desire to say the test was a thorough and reliable one, the carrier being accompanied by an Assistant Superintendent of this Division, and has demonstrated the fact that the box is a benefit, both to the service and the public. Delivery and collection can be made from the box in less time than by ringing bell and making a personal delivery.

The route selected is an ideal one from an official point of view, it being a large route composed wholly of residences, each with large grounds, and every house set back seventy-five feet from the sidewalk.

The box is evidently an inducement to a larger use of the mails, shown by the collection of 838 pieces from house collection boxes, and 121 pieces from street letter boxes in June, a total of 959 pieces against 294 pieces handed to carrier and collected from street letter boxes in April—an increase of 665 pieces, or 225 per cent.

The actual hours of delivery shows an increase of 3½ hours in June over April, or 21 minutes per day, which is explained by the necessity of carrier covering the entire route at each delivery. I am respectfully,

JNO. H. COOKSON,
Superintendent.

Carrier Hitchcock said.

Jno. H. Cookson, Superintendent Free Delivery:

Sir — In reply to your inquiry as to whether I have increased my speed in delivering mail on my route since the house delivery and collection boxes were put up, I desire to say that I preserve the same gait or speed in delivery now that I did before the boxes were put up, or in other words I have not increased my speed in walking. Respectfully,

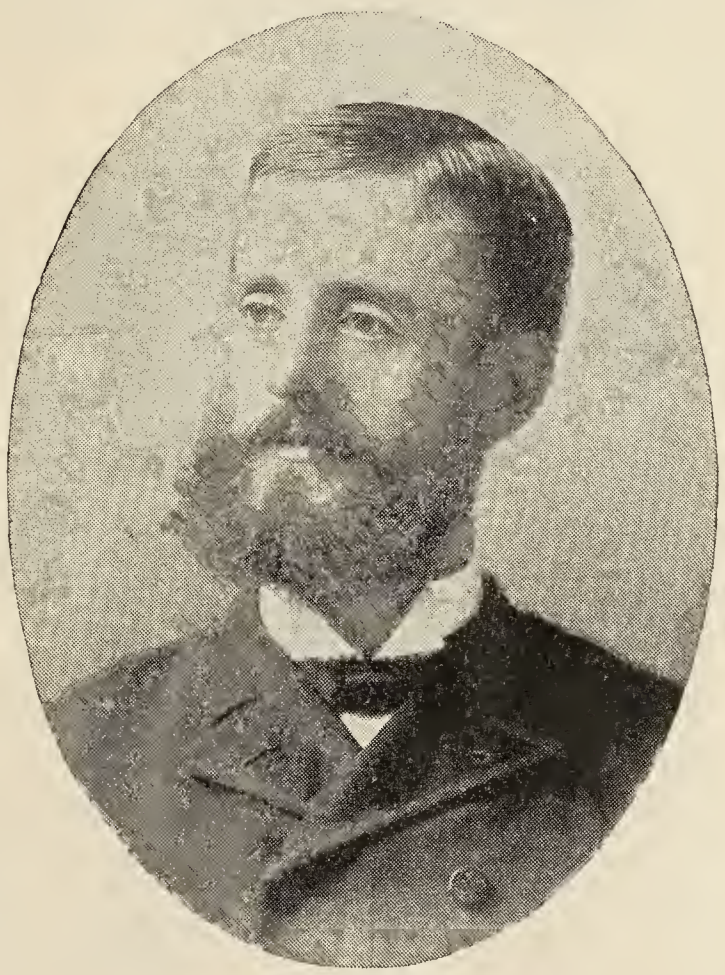
ALBON G. HITCHCOCK,
Carrier 554.

The report of deliveries on Carrier Route No 554 is as follows.

FAC SIMILE OF A FIRST PAGE OF THE PRESENT POSTAL RECORD.

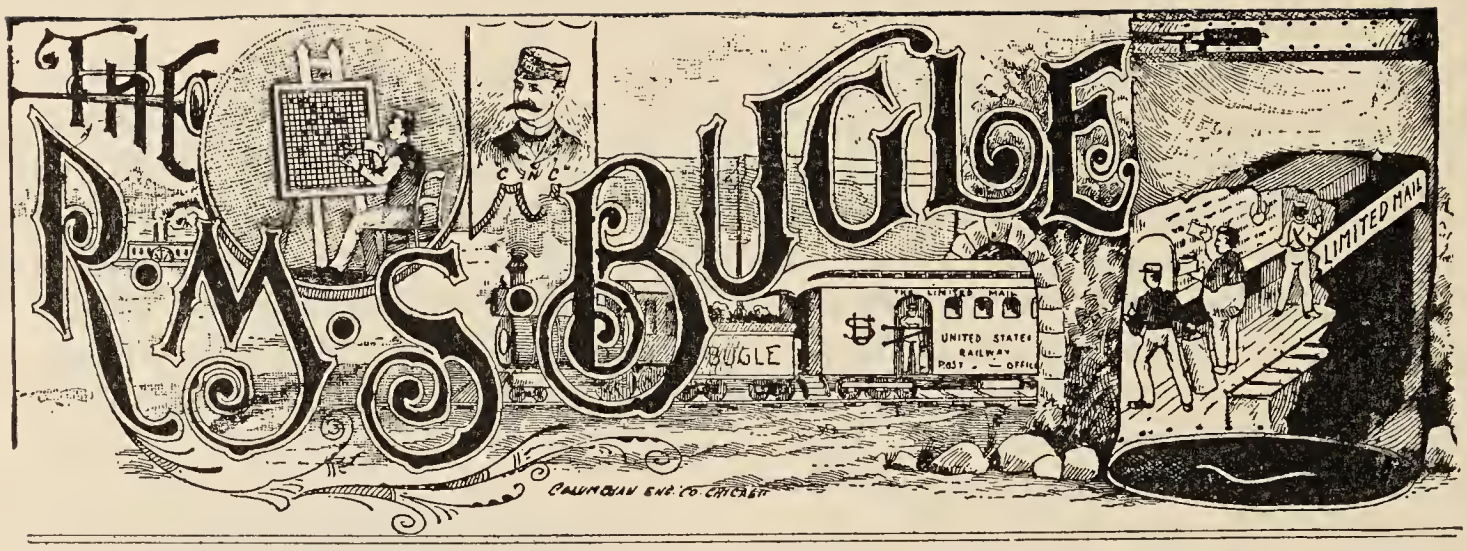
F. Victory, a carrier of station D in New York City, and secretary of the National Association of Letter Carriers.

John F. Victory was born in Ireland in 1862. He came to this country with his parents early in 1864, and settled in Warren, R. I. At fourteen he furnished the Providence *Journal* with local items for the town of Warren. About the same time he opened a store near the local post office and did a good business in newspapers, books, periodicals, etc., for about two years, when he accepted a position on the staff of the Providence *Weekly Visitor*. In the meantime he had attended the public schools of Warren. He was quick to learn and was invariably at the head of his class. In 1883 he sought a living in New York City. There he spent two years in a law office at a nominal salary. Hoping to be able to attend a law school, he became a letter carrier in 1886. He had thought that his hours of duty could be arranged so as to permit his attendance at the evening classes of the University of the City of New York. In this he was mistaken; but, because of his necessities, he retained his position in the postal service. He has been an active member of the New York Letter Carriers' Association since 1886, was largely instrumental in forming a branch of the National Association of Letter Carriers in New York, in 1890, was sent as a delegate to the first National Convention in that year at Boston, and there was unanimously elected secretary. At Detroit, in 1891, and at Indianapolis in 1892, he was unanimously reëlected. Perhaps no man in the United States has had more to do with the building up of the Carriers' Association than Mr. Victory. As secretary he has witnessed the organization grow, in two years, from fifty-three branches to three hundred and forty-five. He married a Miss Hines of Stamford, Ct., in 1888, and is the happy father of two fine boys. Mr. Victory conducts the *Postal Record* with increasing success in addition to his other arduous duties. He is an indefatigable worker, with an ambition to be of service to the postal employees of the country, whom he considers as a whole an overworked, underpaid body of public servants. He strenuously advocates an increased salary for the clerks and carriers and believes that in justice to the men who devote the best years of their lives to the service, and for the good of the service itself, the application of the civil service laws should be extended so as to embrace the employees of every free delivery office. Mr. Victory had been a frequent contributor to the *Postal Record* under the editorship of Mr. Brown. He recognized that a journal devoted to the interests of postal employees, and of the postal service, too, merited support. As



MR. JOHN F. VICTORY,

Editor of the Postal Record and Secretary of the National Association of Letter Carriers.



Vol 6 CHICAGO ILL., DEC 25 1891. No 2

—THE—
R y Mail Service Bugle,
PUBLISHED EVERY FRIDAY

One Dollar per Annum in Advance.

CAPT JAMES E. WHITE.

Most Efficient Railway Mail Superintendent.

From Chicago Herald

One of the most efficient general superintendents that the railway mail service has ever had is Captain James E. White who in October 1890, was promoted to that position. He is now in Chicago planning several important improvements in the service Captain White's career is unique and in every way is highly creditable to himself. He was a brave soldier during the war having won his rank of Captain by his bravery as a member of the Thirteenth Iowa Volunteers In March, 1866, he was appointed to a clerkship on one of the western roads. The railway mail service was then in its infancy His progress was rapid He had the ability and the work was congenial to him In 1869 he was chosen to be the chief clerk of the service, with the headquarters at Omaha. In November 1871 he was made the district superintendent of this division, with headquarters at Chicago

He immediately won recognition in the department for his comprehensive grasp of all subjects cognate to the service, and his division was quickly recognized as the best managed in the entire United States. The highest tribute to his thoroughness and his high standing is the fact that in spite of the most strenuous efforts of the friends of the democratic candidates for the place, Postmaster General Vilas refused to remove him, giving as a reason that the department could not afford to lose the services of so valuable an official.

Captain White has seen the service grow from very small to mammoth proportions, and he has the satisfaction of knowing that a large degree of its worth is due to his own conscientious efforts. It is twenty-seven years ago, and a little more, since it was first established by a George B. Armstrong, and since that time the country has increased in population thirty millions and the railroad mileage shows an increase of 136,000 miles

Its usefulness has by no means reached its limit During the next two years several thousand miles of new service will be added to meet the growing demands of the service in the West. The world's fair correspondence will have to be disposed of in a more satisfactory way than now, else there will be great delays in the Chicago postoffice Then again, the growth of the West has been so rapid that additional mail facilities have become an imperative necessity Chicago not only needs more mail



accommodations, but the commercial centers of the West, St Louis, Kansas City, Denver Omaha, Minneapolis, Milwaukee, St Paul etc It is Captain White's idea and it will be his aim to give these cities the same accommodations that are now enjoyed by Boston, New York and Philadelphia.

One of his ideas for the promotion of the value of the service to business men is to handle the through distribution of city mail on the trains, so that the moment the mail car reaches its destination the letters will be ready for immediate delivery by the carriers This Captain White will make a feature of the service This will considerably increase the expense, but he wisely deems that the good that will come to the business community and the time that will be saved will more than offset any extra expenditure that may be incurred This distribution is now done somewhat in Chicago and in a larger way in Boston, New York and Philadelphia. It practicability and value have been so thoroughly demonstrated in the East that it will be generally introduced in the large cities of the West as well. In fine, it is Captain White's constant endeavor to make the railway mail service the most efficient and indispensable branch of the Postoffice Department

To those of our readers who do not per use the General Orders the following order recently promulgated by the P M Gen may prove interesting.

That hereafter vacancies in the classified service of the Post Office Department at Washington, D C., to which promotion from lower grades cannot be made, shall, in all cases where there are eligible candidates therefrom, be filled by transfer from the Railway Mail Service or the classified post offices, within the limits of the regulation fixing the quota of each State. The Second Assistant Postmaster General is hereby instructed to give notice of this regulation to the Superintendents of each division of the Railway Mail Service, to be by him promulgated throughout his division, and to cause proper records to be kept in each division, and on the first day of each quarter to report to the Postmaster General the names of the persons in that service who deserve and desire transfer to the Department service at Washington, with a detailed record of the person in each case. And the postmaster at every postoffice having fifty or more officers and employes, is likewise hereby instructed to give similar notice to them and to make like reports on the first day of each quarter to the Postmaster General

It is further ordered, That vacancies in the sea post office service shall hereafter be filled by transfer from the Railway Mail Service or classified post offices, under the same regulations which are above applied to selections for vacancies in the Department service

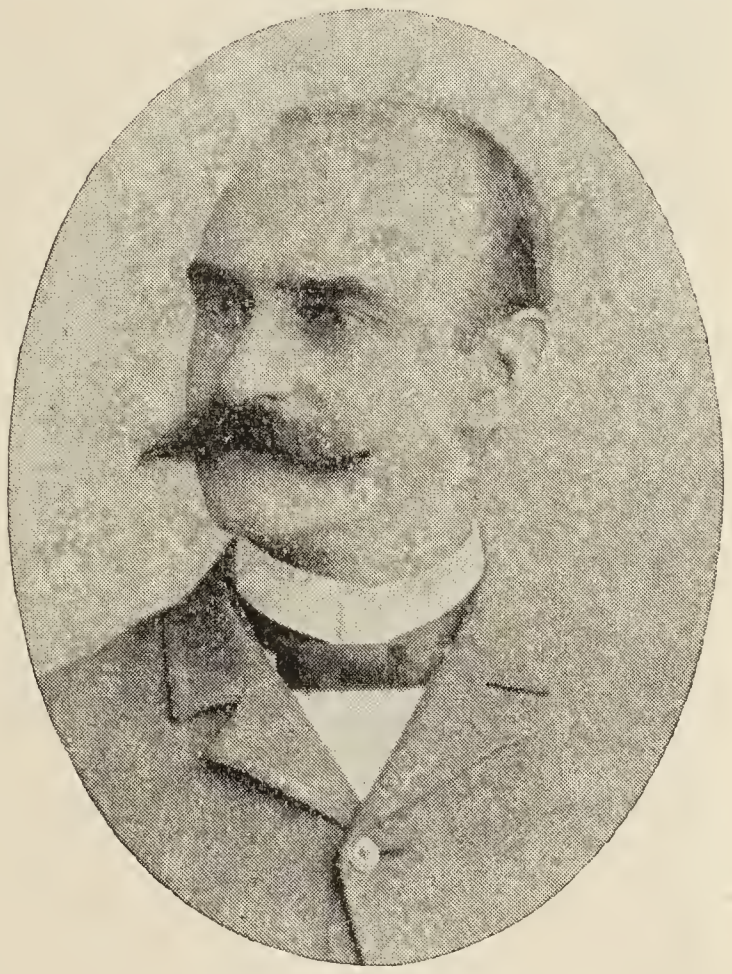
The office records above mentioned shall embrace the following subjects Regularity and promptness of attendance, ability, application and industry, habits, adaptability health, and such others as may be approved by the Postmaster General

Any R P C wishing a transfer must make application to his Div Supt

A FIRST PAGE OF THE R. M. S. BUGLE.

secretary he had given it support. He represented Mr. Brown in New York, in fact, as business manager as well as a correspondent.

The editor of the *R. M. S. Bugle* is A. E. Winrott, a railway postal clerk, whose headquarters are in Chicago. There his paper is issued at 334 Dearborn Street. The *R. M. S. Bugle* was established seven years ago at Calmar, Iowa, by Mr. Winrott himself. He published a local paper at Calmar, and, being connected with the postal service, was impressed with the notion that a journal devoted to the interests of railway postal clerks would be a successful venture. Towards the end of the first year of the *Bugle's* life and at the beginning of the Democratic administration, its editor was removed from the service. Two months later his printing office was burned. This calamity left him almost penniless; but he was determined not to succumb. He moved to Des Moines and a few weeks later resumed the publication of the *Bugle* there. But after six months, desiring to make his publication national, he moved it to Chicago. But the Railway Mail Service was demoralized; hardly a clerk that was not uncomfortable on account of the change of administration. The prospects of the *Bugle*, therefore, were discouraging. As soon as the new administration classified the service there was a change for the better. Mr. Winrott was reappointed to his route in May, 1889. The *Bugle* has championed the cause of railway postal clerks upon every opportunity. It has advocated a re-classification with larger salaries, and through its efforts state and national organizations have been perfected. Mr. Winrott has personally made up every page of its paper since it was started, and for the last eight months has personally done all the presswork, and that, too, in addition to holding his route as postal clerk. The *Bugle* has correspondence from various parts of the country, chiefly the West, a page of editorial gossip, and a fair run of advertisements. Up to April, 1890, it had been a monthly; it was then made a fortnightly.



MR. A. E. WINROTT,
Editor of the R. M. S. Bugle.

The idea of the founders of the National Association of Letter Carriers was that only by a unity of purpose and method could the condition of this important body of 11,000 Federal employees be improved and generally dignified. They saw, too, that among all wage-earners organization was the theme. The letter carriers of Milwaukee issued, in the early summer of 1889, a call for a gathering of carriers from all over the country to meet in Milwaukee at



THE SECOND ANNUAL CONVENTION OF THE NATIONAL ASSOCIATION OF LETTER CARRIERS HELD IN DETROIT, MICH., AUG. 5, 6 AND 7, 1891.

the time of the Grand Army encampment in the following August. The purpose of the meeting was stated to be a discussion of the advisability of forming an association of carriers. An association was organized; its primary object was to secure an increased salary for letter carriers, and its labors during the first year of its existence were chiefly to that end. Many obstacles, however, had to be contended with, and the association did not thrive.

The first annual convention was held in Boston in July, 1890. About fifty cities were represented, and there were fifty-three branches of the association. A committee was appointed to draft a



plan of insurance, and the proposition to extend the civil service rules to all free delivery cities was urged. In August, 1891, the second national convention was held in Detroit. The association had then grown to embrace 235 branches and a membership of over 6,000 letter carriers. As at Boston the convention was held simultaneously with the Grand Army encampment. For two years an effort had been made to add $200 a year to the salaries of all carriers. At the Detroit meeting an equalization of salaries was approved of, and since that time the association has labored to establish four grades of carriers for the entire service with salaries of $600 for the first year, $800 for the second year, $1,000 for the third, and $1,200 a year thereafter; and a bill intended to carry

out this project was favorably reported by the House post office committee of the Fifty-Second Congress and put upon the calendar. The proposition to extend the civil service rules to all free delivery offices was further discussed, and a petition with 50,000 signatures was lately presented successfully to the President.

A year ago the United States Letter Carriers' Mutual Benefit Association was organized. It is chartered and operates under the jurisdiction of the National Association of Letter Carriers. It was started on a level rate assessment basis, but at the third annual convention of the national organization in Indianapolis in August, 1892, a change was made to a graded rate as follows:

Between the ages of	$1,500	$3,000	Between the ages of	$1,500	$3,000
21—25	$ .50	$1.00	42—43	$ .80	$1.60
25—30	.54	1.08	43—44	.82	1.64
30—31	.56	1.12	44—45	.84	1.68
31—32	.58	1.16	45—46	.86	1.72
32—33	.60	1.20	46—47	.88	1.76
33—34	.62	1.24	47—48	.90	1.80
34—35	.64	1.28	48—49	.92	1.84
35—36	.66	1.32	49—50	.94	1.88
36—37	.68	1.36	50—51	.96	1.92
37—38	.70	1.40	51—52	.98	1.96
38—39	.72	1.44	52—53	1.00	2.00
39—40	.74	1.48	53—54	1.02	2.04
40—41	.76	1.52	54—55	1.04	2.08
41—42	.78	1.56	55—56	1.06	2.12

The trustees of the Mutual Benefit Association, Messrs. W. J. Kent of Auburn, N. Y., Charles M. O'Brien of Cleveland, and S. E. Graham of Kansas City, chose the last named president of the board. To him applications for membership have to be sent. The chief collector is Mr. Wilmot Dunn of Nashville. On account of the acknowledged good health of letter carriers as a body of outdoor workers, the Mutual Benefit Association is able to offer insurance at low rates; and another advantage is that the expenses for salaries, offices, advertising, etc., are almost nothing.

Officers of the National Association of Letter Carriers are:

President: Frank E. Smith, San Francisco, Cal.; *Vice-President:* Martin W. Malone, Philadelphia, Pa.; *Secretary:* John F. Victory, New York, N. Y.; *Treasurer:* Alex. McDonald, Grand Rapids, Mich.; *Sergeant-at-Arms:* Edward F. Daugherty, Dayton, Ohio; *Executive Board:* W. H. Hogan, Chicago, Ill.; *Chairman;* C. C. Couden, Cincinnati, Ohio; Wm. J. Hennessey, Boston, Mass.;

Wm. M. Slater, Fort Wayne, Ind.; J. H. McMullan, Brooklyn, N. Y.; *Legislative Committee :* Chas. H. Cutler, Boston, Mass., *Chairman ;* Thos. J. Garrity, Malden, Mass.; W. J. Morrison, Brooklyn, N. Y.; W. P. Roosa, Elmira, N. Y.; J. F. Walsh, Chicago, Ill.

The following table gives the number of branches by states and the name of the vice-president for each state :

No. of Branches.	State.	Vice-Presidents.	No. of Branches.	State.	Vice-Presidents.
39	N. Y.	Chris. Tormey, Syracuse.	3	Tenn.	M. E. Doolin, Nashville.
35	Mass.	J. H. Allen, Springfield.	3	Wash.	J. W. Scott, Seattle.
34	Ohio.	J. A. Turner, Columbus.	3	Ky.	A. F. Watkins, Louisville.
27	Ill.	J. E. Hammond, Englewood.	3	Vt.	D. E. Tasker, Brattleboro.
26	Penn.	George Jones, New Castle.	2	La.	E. McL. Cruice, N. Orleans.
22	Mich.	N. A. Beardslee, B'le Creek.	2	Utah.	H. E. Dewey, Salt Lake City.
14	Conn.	H. M. Cummings, N. Haven.	2	S. C.	Jas. P. Farmer, Columbia.
14	N. J.	J. S. Whigam, Newark.	2	Ark.	H. H. Gilkey, Little Rock.
12	Cal.	I. A. Ball, San José.	2	Miss.	Jno. J. Dorney, Vicksburg.
12	Ind.	Geo. P. McKee, Logansport.	2	Ore.	R. E. Fiske, Portsmouth.
9	Mo.	J. A. Spellman, St. Joseph.	2	Fla.	W. A. J. Pollock, Pensacola.
9	Kans.	C. H. Kerle, Topeka.	2	Mon.	James Blythe, Helena.
8	Wis.	T. J. Murray, Milwaukee.	1	N. D.	J. M. Johnson, Fargo.
8	Tex.	J. E. Hess, Dallas.	1	S. D.	A. T. Buell, Huron.
6	R. I.	H. P. Disley, Providence.	1	W. V.	Jno. H. Mason, Wheeling.
5	Neb.	C. A. Parcell, Fremont.	1	Ala.	Jno. Harmon, Montgomery.
5	Me.	Wm. Sprague, Bath.	1	Md.	Jno. W. Buchta, Baltimore.
5	Ia.	W. H. Schlosser, Sioux City.	1	N. C.	J. W. C. Drake, Asheville.
4	Minn.	Jerome S. Kriz, Duluth.	1	Ida.	W. R. Miner, Boise City.
4	Col.	R. O. B. Dunning, Col. Sp'gs.	1	Del.	Joseph Duffy, Wilmington.
4	N. H.	Taylor Waterhouse, P'tsm'h.	1	D. C.	W. B. Brittain, Washington.
4	Ga.	Alex. George, Augusta.			

The Indianapolis convention had representatives of 344 branches of the Letter Carriers' Association present. This was a gain of 109 in a year. The National Association annually votes a sum of money for the decoration of the grave of the great benefactor of the carriers, Sunset Cox, and of the monument in Astor Place, New York City, which the carriers of the country have erected to his memory. It was reported at the Indianapolis meeting that this monument cost $12,000. The name of the dead Congressman is held in the deepest reverence by all the carriers.

The eight hour law for carriers, according to the carriers themselves, is admittedly very difficult to apply throughout the service. As originally presented to Congress, the measure provided that eight

consecutive hours should constitute a day's work. The word "consecutive" was finally stricken out on the understanding that the hours should be as nearly consecutive as possible. The letter carriers naturally believe that a better application of the law could be had in many quarters, and they point to cities like Washington, Baltimore and Newark as instances of its admirable enforcement; and they seek pay for overtime under the law largely for the purpose of securing its better enforcement. They insist that they are entitled to all that Congress intended that the law should give them. They hold that not more than two attendances a day should be required, and that the legal day's work is not intended to be scattered over a period of from twelve to fifteen hours.



THE TWO EXTREMES IN THE GREEN BAY, WISCONSIN, POST OFFICE.

James Lokoutka, the Tallest Letter Carrier in the Service, measuring 6 ft 5½ in., and Frank Tilton, one of the Smallest Letter Carriers in the Service.

The proposition to pay collectors $600 a year has been advocated on the ground that the work of a collector is necessarily of a routine nature, and does not require the carriers' mental application, and hence does not deserve the same degree of remuneration that the carrier receives; and if collectors could be paid less, regular carriers could be paid more. The Carriers' Association, however, opposed the proposition to pay collectors $600 a year, for they reason that if the salaries of collectors can be reduced their own pay may be cut down; and they point out that, while the work of the collector is not similar to that of the regular carrier, it is just as hard. It requires more physical effort, and it is maintained that if his pay were

reduced the general efficiency of this branch of the service would be endangered.

The first president of the National Association of Letter Carriers was Wm. H. Wood of Detroit. He was born in Boston in 1835, and lived there until 1846, when he went as a mere boy with the soldiers to the Mexican War. After the military operations were over, he was turned loose along with many others in the streets of New Orleans; but he found his way back to Portland and worked at the trade of machinist. Soon after he became a steamship engineer. This work took him to various quarters of the globe. In 1855 he left the ocean service



for the Great Lakes. Then he worked railroading. But the war came on and he enlisted. "I did it," he once said, "to help sustain old Glory." In May, 1861, he joined the 1st Michigan Light Artillery, with which he served for two years; and he was then detailed as a scout in the service of Secretary Stanton until the end of the war. After Appomattox he returned to Detroit, and as he had been incapacitated by wounds and exposure from his previous occupation, he was appointed a letter carrier. In 1889 the proposition to form a national association of letter carriers was much discussed. Mr. Wood became a leader in the movement, and at the first national convention, held at Milwaukee, was elected the first president of the association. He had difficulties to encounter. The secretary who had been elected resigned after six months. There was no money in the treasury. But at the end of Mr. Wood's incumbency of a year, fifty-three

branches of the National Association of Letter Carriers had been formed, and they had a membership of over 4,000.

The second president of the association was John J. Goodwin, a letter carrier of Providence. He was born in Cumberland, R. I., in 1859. He moved to Providence with his parents shortly after, and went to the common schools. Mr. Goodwin's diversions were music and literature. He was president of the Young Men's Literary Society of Olneyville. He had a medical turn, and spent some time in Boston familiarizing himself with the latest methods of applying electricity in medicine. In 1884 he was appointed a letter carrier and assigned to a district in South Providence, which he continues to cover. Mr. Goodwin was the Providence delegate to the Milwaukee convention and was temporary chairman of the organization. He was elected a member of the executive com-



mittee, and had much to do with bringing the larger offices into the association. Several months before this convention he had been prominent at a meeting held in New York of carriers representing the larger free delivery offices. He was elected president of the National Association at the Boston convention. Mr. Goodwin possesses much executive ability. He has the appearance of a student, and he writes well and talks better.

The third president of the National Association, Theodore C. Dennis, was born in 1842, went to school in Boston until he was twelve, and then began to earn his own living. He enlisted in the army in 1861, and served until September, 1864. He was wounded and captured by Mosby's guerillas and held a prisoner at Belle Isle and Libby. He first became a letter carrier in 1869.

E. W. Crane, last year's treasurer of the National Association, is an Indianapolis man, and was appointed a substitute in May, 1878, and a regular carrier in March, 1879. For twelve years he has served one route. He has

always taken a keen interest in the National Association. He has believed for one thing, that the best improvement of the carriers comes through the coöperation of the Department officials with the organization of the carriers themselves.

Last year's chairman of the Executive Board, George J. Kleffner, was born in Omaha in January, 1863; went to the public schools, learned the trade of cooper, was secretary of the Central Labor and Trades Union of Omaha from 1883 to 1889, and in 1888 took the Civil Service examination and became a letter carrier. He represented the local organization of carriers in all the national meetings for two years, was a member of the National Legislative Committee, and at Detroit was elected chairman of the Executive Board. In 1889 Mayor Brootch of Omaha appointed Mr. Kleffner a member of the commission to draft a charter for the government of cities of the metropolitan class in Nebraska, and in this onerous post he acquitted himself with great credit.

Thomas B. Gregory, another member of last year's Executive Board, was born on a farm in Morgan County, Indiana, in 1858, and until he was eighteen he worked at farming, attended the district school in the winter, and then taught for three years. Then for two years he did broker's work in an office in Indianapolis, and for four years he worked in the Indianapolis Veneer Works; but ill health caused him to remove to Colorado, and in 1889 he passed the letter-carrier examination and was appointed in Denver. He represented the Denver carriers at the National Convention at Detroit in 1891, and was elected a member of the Executive Board.



DAVID W. WASHINGTON,

Late Sergeant-at-Arms of the National Association of Letter Carriers.

The sergeant-at-arms of the National Association last year was David W. Washington, a carrier in Memphis since July, 1874. He was one of the first colored men to be employed in the mail service in Memphis, and is one of the most industrious fellows to be found anywhere. He went to Le Moyne Normal College, and is a hard student. He is a Sunday school superintendent, took the lead in lifting the debt from Avery Chapel, is a prominent Odd Fellow, and organized the Afro-American Hall Company. He is also a frequent correspondent of the organs of the colored people.

The present president of the National Association is Frank E. Smith of San Francisco. He was born in New York City in 1850. His mother died when he was eight months old and his father less than a year and a half later. He lived with his aunt until he was ten years old, and then became an errand boy in a hat store on Broadway. At fifteen Mr. Smith began to learn the trade of gilder of signs and picture frames, and he went to night school. He had had no schooling at all before that. At eighteen, his health failing, he learned the trade of brick layer and plasterer. At this trade he worked until 1876, when he visited the Centennial Exhibition at Philadelphia and became possessed of a desire to see the country. He reached San Francisco in June, 1877, having proceeded across

the country by working at his trade in one place until he had earned money enough to take him to another. Mr. Smith served as a brick layer in San Francisco until 1883, when he became a carrier. He is a model carrier, attached to his work, faithful and popular. He is devoted to his wife and little girl, and takes great interest in every one of the eight fraternal societies of which he is a member, naturally putting the Carriers' Association in first place. Mr. Smith was one of the organizers, and for the first three terms president of the San Francisco Letter Carriers' Mutual Aid Association. He was the first president of the local branch of the National Association, and he represented his fellows in the Detroit



as well as the Indianapolis convention. At Detroit he was elected vice-president, and at Indianapolis president, and he is still president of the San Francisco branch.

Martin W. Malone, vice president of the National Association of Letter Carriers, was born in Philadelphia in 1860, and he has lived in the city of Brotherly Love ever since. He went to the public schools and to the Central High School, and served an apprenticeship at the trade of machinist. He was appointed a letter carrier by Postmaster William F. Harrity in April, 1886, and ever since that time, besides proving himself efficient on his route, he has taken an interest in the organizations of the letter carriers. He was president of the Philadelphia

association, which urged the passage of the eight hour law for carriers, and is at present secretary of the Philadelphia branch of the National Association, as well as the national vice-president.

Alexander McDonald was born at Inverness, Scotland, in October, 1852. While he was yet a boy, his parents immigrated to Canada and settled at Bayfield, Ontario. Young McDonald went to the high school of that town, and at eighteen, filled with unusual ambition, set out for the states. He found employment at Saginaw, Michigan, as a lumber inspector. There he remained for several years. Finally he settled in Grand Rapids, and became a clerk in the Michigan Hotel for four years. He was appointed a letter carrier in the Grand Rapids office by Captain Moore in July, 1885, and his record remains one of the best; indeed, he has never yet missed a single delivery. When in September, 1890, the Grand Rapids carriers organized Branch 56 of the National Association, Mr. McDonald was elected secretary, and he has always been unanimously reëlected since. He was delegate to the Detroit convention of 1891 and to the Indianapolis convention of 1892, where he was unanimously elected treasurer. McDonald combines a rare modesty with all his ambition, and this makes him popular with the people whom he serves as well as with his colleagues.

Edward F. Daugherty of Dayton, O., sergeant-at-arms, is a Lebanon, Pa., boy, born in 1867. When he was four months old he was taken to Dayton. He went to the public schools and to a commercial college, and then learned pharmacy with his father. In 1887 he went west, and finally reached Portland, Oregon, with five dollars in his pocket; but he found work with the storekeeper and postmaster of Glencoe, Oregon. He was soon assistant postmaster, clerk, and bookkeeper, and, as he says, teamster and cowboy. Later he was an engineer in his employer's mill. Mr. Daugherty soon returned to Dayton, however, and was clerk in the Dayton post office. After two years he became a carrier; and he lately passed an examination for the Railway Mail Service. Mr. Daugherty weights one hundred and seventy, and is six feet tall. His mother was a teacher in Mr. Wanamaker's Sunday school in Philadelphia thirty-one years ago, and was one of the guests at the future Postmaster General's wedding.

The second member of the executive board (William H. Hogan, president of the Chicago Letter Carriers' Band, is the chairman), Charles C. Couden of Cincinnati, was born in December, 1849, on a farm in Hamilton County, Ohio, of Kentucky parents, who had emigrated from Virginia in wagons. Mr. Couden went to commercial college in Cincinnati, and then entered the employ of the New York Life Insurance Company in Chicago. Poor health, however, caused him to become a carrier in Cincinnati in 1870. He has been secretary of his local association for years, and organized the west, from the Ohio to the Pacific Coast, in support of the eight hour movement; and he has been a leader in the national conventions as well as at home. Mr. Couden thoroughly enjoys his family of two boys and a girl. He is a prominent Mason.

William J. Hennessey, of the executive board, was born in Youghall, Ireland, in 1863, but he was a Boston youngster five years later. At ten he sold newspapers; and this he continued to do in order to work his way through the Dearborn Grammar School and the Roxbury High School. He took the advanced course in the Boston English High School, and was one of the first to take a civil service examination, passing at 97.4. He was a clerk in the Boston post

office for a year, but in July, '85, became a carrier and was assigned to the Dorchester station. He was married in 1883, and is devoted to his wife and four children. He is president of the Boston Letter Carriers' Mutual Benefit Association, and was a delegate to the National convention in Detroit in 1891 and to the Indianapolis convention of '92. He is in the Boston University Law School, intending to be admitted to the bar; and in order to accommodate him his superior officers have transferred him to a late collection route. Mr. Hennessey's



Boston association embraces five hundred men and is duly chartered under the laws of Massachusetts; and it pays to sick members $7 a week and to their dependents in case of death $1,000. The cost of this insurance last year was $4.

W. M. Slater was born at Fort Wayne, Indiana, in September, 1861. He went to school until he was sixteen, and then worked in foundries and blacksmith shops. Afterwards he went to the Fort Wayne Business College, and then to Kansas City in 1885, where he worked at a druggist's and later in a candy factory. Later still he was a driver on the Grand Avenue cable road. In 1889 he returned

to Fort Wayne, and in August of that year was appointed a letter carrier by Postmaster Higgins. He was Secretary of Branch No. 116 of the National Association of Letter Carriers for two years, and was chosen a delegate to the Indianapolis convention in 1892. He was elected a member of the executive board, and introduced a resolution in favor of putting all free delivery post offices under civil service rules.

Joseph H. McMullan was born in August, 1851, in New York City, but before he was a year old his parents removed to Brooklyn, and there Mr. McMullan has since resided. He went to school until he was twelve, but then began to work in the chief engineer's office at the Brooklyn navy yard as a messenger. There he stayed for six years. He was afterwards employed in the machine shop and store room for two years. In 1873 he was appointed a letter carrier; and he is now serving his second term as president of the Letter Carriers' Mutual Benefit Association of Brooklyn, and he was formerly treasurer of this organization for three years. He was delegate to the Indianapolis convention, and elected a member of the executive committee. He is a past regent and past representative of the Royal Arcanum, of which he has been a member for over ten years. He is a family man and a public spirited citizen.

Charles H. Cutler, chairman of the legislative committee of the Carriers' Association, was born in Cambridge, Mass., in October, 1854, a descendant of the Thomas Cutler who settled in that region in 1634, and who, about 1651, removed to Cambridge Great Farms, which is now Lexington, and built one of the first houses in that locality. Mr. Cutler's great grandfather, Thomas Cutler, was a member of Captain Parker's company at the Battle of Lexington. Young Cutler went to the Cambridge public schools and to a Boston business college, and after a few years in a wholesale house in Boston, entered the Cambridge branch of the Boston post office as a substitute carrier in 1875. A year later he was made a full carrier, and in 1889 passed the examination for post office inspector. Mr. Cutler has been an officer of various secret societies and president of the Boston branch of the Letter Carriers' Mutual Benefit Association; and for three years he has been a delegate to the National conventions. He has been for twenty-two years a member of the Massachusetts militia, having been captain of the Cambridge City Guard, Company B, 5th Regiment; in command for four years of the First Brigade Signal Corps, with the rank of first lieutenant on the staff of Brigadier-General Nat Wales ; and he is now sergeant-major of the 5th Regiment, Col. William A. Bancroft, commanding.

Thomas J. Garrity, of the legislative committee, was born at St. Helen's, in Lancashire, England, in 1858, and came to Malden, Mass., in 1872. He was for fifteen years an employee of the Boston Rubber Shoe Company there. Then, when the free delivery service was put on in Malden, Mr. Garrity was appointed a letter carrier. His popularity was attested in the Boston *Globe's* voting contest for the most popular carrier. He was third in a list of fifty-five competitors and polled over a hundred thousand votes. Mr. Garrity has been the bass soloist in the Catholic church choir in Malden for fifteen years, and he has frequently won applause upon the amateur stage.

William J. Morrison was born in New York City in 1856. That year his people removed to Brooklyn, and there he has lived ever since. He went to public school No. 27, which he left at the age of thirteen, however, to work in New

York. In 1878 he was appointed a letter carrier in the Brooklyn office. He is Past Master of Cosmopolitan Lodge, 585, F. and A. M., and Secretary of Gate of the Temple Chapter 208, Royal Arch Masons. He was married in 1879 and is devoted to his wife and four children.



LEGISLATIVE COMMITTEE, CARRIERS' ASSOCIATION.

W. P. Roosa was born in Elmira, in January, 1849. Young Roosa went to school winters and worked summers until 1861, when he was bound out to learn the gilder's trade, which he followed, reluctantly, as he says, until 1874. Then he was appointed a substitute letter carrier in the Elmira office, being the first appointed in that city; and he was appointed a regular carrier in October, 1874. He has served his present route seventeen years. For several years he played the double bass in the Elmira Opera House orchestra; but he gave it up in 1882, and five years ago he learned the cello, which he plays professionally somewhat, and in

trios with his son and daughter, who play the violin and the viola. Mr. Roosa has been a delegate to the last two national conventions of the carriers, and was elected vice-president for New York at the first, and a member of the legislative committee at the second.

John F. Walsh was born in Hazel Green, Wisconsin, in 1863, but removed in 1875 to Darlington, Wisconsin. He went to school until he was sixteen, and then began to learn the trade of harness maker. In 1879 he went to Chicago, and worked in fancy leather novelty goods and attended business college evenings.



He was then book-keeper for a coal company, but before long engaged in the leather and trunk business in Minneapolis. But after two years he sold out and entered the Chicago post office, and was soon appointed to his present district. Mr. Walsh has been prominent in the National Association since its beginning. He has been three times secretary of the Chicago branch, was a delegate to the New York conference in 1890, and at the Indianapolis convention in 1892 was elected a member of the legislative committee.

S. E. Graham, president of the board of trustees of the Letter Carriers' Mutual


LETTER CARRIERS
BAND
CHICAGO

Benefit Association, is serving his fifth year as a carrier in the Kansas City office. He was born in Butler County, Pa., in October, 1864, and his early years were spent in the oil regions. He received a common school and academic education, was a teacher in Pennsylvania from 1881 to 1887, and in 1888 removed to Kansas City. He takes a great interest in the welfare of the carriers' organizations, and believes thoroughly in the policy of coöperating with the Department in carrying out its various reforms.

Charles M. O'Brien was born in Northampton, Mass., in September, 1853. He entered the postal service as a carrier in September, 1886, at Cleveland, and ever since he has taken an active interest in the welfare of his comrades. He was for one term treasurer of Branch 40 of the National Association, and has been a delegate to most of the national conventions. At the Detroit convention he was on the committee on insurance, which drafted the constitution and by-laws of the Mutual Benefit Association, and he was then elected a trustee for three years. He is happily married and has one child.

William J. Kent, who was born in Auburn, N. Y., and has always lived there, was employed in D. M. Osborne & Co.'s Reapers Works for nine years. He was engaged in the grocery business for two years, but in 1880 became a letter carrier. His activity in helping to form the Letter Carriers' Mutual Benefit Association has won for him a large acquaintanceship. He was elected a trustee of the Association at Detroit in 1891, having won attention by explaining the "Auburn plan" of life insurance, some of the features of which were incorporated in the Benefit Association.

Wilmot Dunn, the chief collector of the Letter Carriers' Mutual Benefit Association, was born in Hayfield, Crawford County, Pa., in August, 1858. In 1868 he removed with his parents to Nashville. He went to the common schools, but at sixteen was apprenticed as a harness maker. He was married in January, 1879, to Miss Mary Polk Hundley, of Perryville, Ky., and a year later entered the postal service as a mounted auxiliary carrier at Nashville. For the past nine years he has been carrier number one on one of the most important business routes of the city. His interest in the Carriers' Association has always been active and effectual. He was a delegate to the Milwaukee Convention of 1889, and was one of the organizers of the National Association. A delegate to the Boston Convention, he was appointed one of a committee of three to formulate a plan of life insurance, and the scheme of Mr. Dunn and his associates was adopted with hardly any changes the following year at Detroit. He was elected the first chief collector of the Association, and at the Indianapolis Convention of 1892 was unanimously reëlected.

The clerks in the Philadelphia post office once had a glee club. The carriers in the Chicago post office have a brass band. It is the only organization of its kind in the world, an association of musicians wearing the modest uniform of the letter carrier. Although comparatively young, this band is firmly established with its twenty-seven members, and it is intended to increase the size of the organization to forty. The band was organized in June, 1891, and held its first rehearsal in the early part of the following month. The idea

originated in the Chicago post office, and was pushed to actual results by the efforts of William H. Hogan, Charles Woodward, Bert E. Whitney and Frank F. Gilbert. Professor Reuben Clarke was engaged as instructor, and band headquarters were secured in a room on Dearborn Street, where rehearsals were held, then as now, every Saturday night. The band room is neatly furnished, and forms a pleasant rendezvous not only for the members of the band, but for their friends. The uniform is the regulation carriers' uniform, except that the cap, which has a drooping visor, is embellished with a heavy gold cord intertwined with braid on the top and with the letters "C. L. C. B." in gold on the front. The band has made but little public display, as its time has mostly been taken up with the rehearsals and real musical work indoors. The first formal appearance of the band was at the entertainment and ball given in its honor in February, 1892. This event attracted the attention of the Chicago papers. On its first anniversary the band serenaded Colonel Sexton and presented him with a large group photograph. Mr. Hogan is a member of the letter carriers' quartette as well as the president of the band. His grandfather, William Harmon, composed temperance songs, and Mr. Hogan has written waltzes, and such popular melodies as "Old Cuckoo Clock" and "Pretty Dimpled Cheeks." The officers of the band are: W. H. Hogan, President; S. R. Kew, Vice-President; L. L. Frary, Secretary; B. E. Whitney, Treasurer; H. F. Putz, Librarian.

In 1882 and 1883, J. Holt Green of Louisville, Ky., was very anxious to bring together representatives of the post office clerks in December, 1884. The change of administration dampened the enthusiasm of a large number; a few met, however, among them Messrs. Thomas of Boston (now superintendent of mails there), Cowan of Pittsburg, Stanton of Brooklyn, White of Detroit, Johnson of Wheeling, Green of Louisville, Chaney of Washington, and Jacobus of Newark. Scattered efforts to organize the postal clerks had been made previously. The organization of 1884 was intended to unite fraternally all clerks in the United States for their mutual benefit, and to secure legislation which should entitle them to better recognition as government employees. As the result of the first convention a bill for the better classification and more equitable pay of clerks was introduced in the House of Representatives

and referred to one of the committees; but it never saw the light of day.

In 1886 another convention met. The chief workers who attended were Messrs. Barrett of Baltimore, Holmes of Brooklyn, Shaefer of Philadelphia, Smallwood of Washington (now assistant superintendent of mails there), and Whalan of Boston. The national organization was further solidified, and able arguments for better classification were presented to the Post Office Committees. A classification bill was passed, which was a step in the right direction. In November, 1889, a third convention was called for Washington City. Thirty-two delegates, representing all of the large cities east of the Rockies, met at the Capital the next February. Three bills were drafted, one regulating salaries, one providing for leaves of absence, and one limiting the hours of work to eight. The leaves of absence bill was passed. The convention held in Pittsburg in September, 1891, showed a large increase in the number of delegates, and a bill was introduced which was afterwards approved by the conventions of postmasters and of post office inspectors, and by postmasters generally. This bill, further supported by the clerks' convention of September, 1892, engaged the attention of the Fifty-Second Congress.

Officers of the National Association of Post Office Clerks are:

President: Benjamin Parkhurst, Washington, D. C.; *Vice-President:* George A. Plummer, Minneapolis; *Second Vice-President:* Benedict Levy, St. Louis; *Third Vice-President:* Sid. B. Redding, Fort Smith, Ark.; *Secretary:* C. R. Slusser, Denver; *Treasurer:* J. T. A. Lewis, Boston; *Executive Committee:* Charles J. W. Little, Kansas City; Wilber E. Crumbacker, Chicago; M. V. B. Sallade, Pittsburgh; Robt. E. L. McIntyre, New Orleans; Cornelius J. Ford, Boston; A. M. Vincent, Buffalo; W. G. Boyd, Washington; J. W. Dillin, Nashville, and E. F. Delehunte, Cincinnati; *Legislative Committee:* J. T. A. Lewis, Boston, *Chairman;* Benjamin Parkhurst, Washington, and Geo. E. Van Nostrand, Brooklyn.

The president of the Clerks' Association, Benjamin Parkhurst, is a clerk in the Washington post office. He was born in '62, in Flatbush, N. Y., and went with his father and mother to Washington in '63. He went to the schools of the district until he was fourteen and then began to learn the art of printing. After three years he was appointed a substitute in the Railway Mail Service and was soon assigned to duty on the New York and Washington railway post office. In September, 1880, he was appointed a clerk in the Washington post office, and assigned to duty in the mailing division as a stamper. He has passed through all the grades in that division, having been stamper, clerk in charge of third and fourth class matter, western distributor, assorter, and eastern distributor; and


SID. B. REDDING.
Fort Smith.
GEO. A. PLUMMER.
Minneapolis.
BENEDICT LOEVY.
St. Louis.
BENJ. PARKHURST.
Washington.
Officers of the Clerks Association
J.T.A. LEWIS.
Boston.
C.R. SLUSSER.
Denver.

now he is foreman. His interest in the National Association has always been active. He has been treasurer of the local association for three successive terms and was a delegate to the national conventions held in Washington in 1890, in Pittsburg in 1891, and in St. Louis in 1892. He is a member of New Jerusalem Lodge, F. A. A. M., of Washington.

The first vice-president, George A. Plummer, is a clerk in the Minneapolis office. He was born in Philadelphia and received a fair common school education, supplemented by what might be called a newspaper education, for his father always kept the family supplied with several publications of real value. In 1853 Mr. Plummer's father and his seven boys moved West and settled on a farm near Minneapolis. They all remained there until the breaking out of the war. Then five of the boys shouldered their muskets one after another and went to the front. One came home a sergeant, one a captain, and one a colonel. Mr. Plummer was the only one to go back to the farm. But he soon returned to the city for the benefit of his wife's health and secured a place on the carriers' force of the Minneapolis office. This was eleven years ago. He was a carrier four years, when he was transferred to the clerical force in the city distribution. He was superintendent of distribution under Postmaster Ankeny, and he is now superintendent of distribution, and assistant superintendent of city delivery. "I have always tried to live upon the square," he wrote recently; and so it seems he has done, for he enjoys the confidence of his superior officers and his neighbors as well as that of his associates in the Clerks' Association.

Benedict Loevy, of the St. Louis office, second vice-president of the National Association, was born November, 1860, and went to school until he was fourteen. He worked for various firms in St. Louis and at sixteen became a clerk in the office of Clark and Dillon, lawyers; but in '78 he entered the St. Louis post office and was assigned to duty in the registry division. There he is now foreman.

The third vice-president of the National Association, Sid. B. Redding, is a Kentucky boy, now assistant postmaster at Fort Smith, Arkansas. He was born in 1869. Mr. Redding's father was a descendant of Commodore Perry, and his maternal grandfather was Col. Sidney M. Barnes, a noted Kentucky soldier. It was he who took possession of Lookout Mountain for General Hooker. Mr. Redding has lived in Little Rock and Sante Fé, but in 1883 he went to Carthage, Missouri, for a better schooling. There he was president and orator of his class in the high school, and he afterwards won a speaking medal in the College of Carthage. After graduation he was the editor of the *Monthly Forum*, a periodical published by a group of bright young men in Carthage, and in '88 he took the stump in Southwestern Missouri for the Republican ticket. He was appointed assistant postmaster at Fort Smith in '89, and he has seen the Fort Smith office enjoy its most progressive era; for Postmaster Barnes has occupied a new Government building and reorganized the service upon a city basis.

Charles R. Slusser, the energetic secretary of the National Association, hails from Denver. He was born at Roanoke, Indiana, in 1867, was educated at the Roanoke Classical Seminary and the Fort Wayne Methodist Episcopal College, and employed as clerk in a general store and as local correspondent of the *News-Express*. He has been in the postal service six years, and is at present a clerk in the Denver office. He was reëlected secretary at the last annual meeting, and

his handsome face, as well as his efficient conduct at his post, are a cordial pleasure to all of his associates.

James T. A. Lewis, a clerk in the Boston office, is treasurer of the National Association. He was a soldier. He enlisted as early as April 23, 1861, in Company D, of the 12th Massachusetts Volunteers, the famous Webster Regiment. He participated in all its engagements under Banks, McDowell, and Pope in '61 and '62; and he fought with the army of the Potomac from September, '62, till May, '64, except at Fredericksburg and Chancellorsville, for then he was in the hospital on account of wounds. He was wounded at Bull Run, as well as at Antietam, and was taken prisoner at Gettysburg and confined at Libby and Belle Isle. Having been exchanged in October, '63, he reënlisted in January, '64, and



THE MINNEAPOLIS DELIVERY DIVISION.

was wounded at Bethesda Church in Virginia in May. In March, '65, he was mustered out on account of wounds. He entered the postal service in June, 1870. Mr. Lewis was born in South Weymouth, Massachusetts, in '44, went to school there, and later attended the Brimmer and Mayhew schools in Boston. But, enlisting at sixteen as he did, he had little time for early study. He was first appointed as a carrier, but in '73 was transferred to a clerkship in the city delivery, and he is still there. Mr. Lewis was treasurer of the Boston Post Office Clerks' Association, and became deeply interested in the national organization. Since '83 the year of its inception, he has been its trusted treasurer. He was a delegate to many of the national conventions, and is as popular as any member of this large body of popular men.

At the head of the executive committee is Charles J. W. Little of Kansas City. He has been a vice-president and acting president of the Association also.

If asked his age, Mr. Little always says: "On my last birthday I was seventeen." It is certain, however, that he was born in Hartford, Conn., thirty-five years ago. His parents went west and settled at Mankato, Minn., and then at Independence, Kansas. Mr. Little had a common school education and taught school. He worked in a drug store, but he did not care for that; so he passed the civil service examination six years ago, and he has been clerk, paper distributor, and general delivery clerk in the Kansas City post office ever since. The Kansas City association sent him to the Washington Convention, and there he was elected vice-president. Mr. Little is a member of Oriental Commandery, K. T., of Kansas City. He has been a member of the Presbyterian church since he was fifteen.

Wilber E. Crumbacker, clerk in the Chicago office and member of the executive committee, is an Indiana man. He was born at Crown Point in 1850. He lived there until 1860, when, in order to give his children the benefit of an academic education, his father moved to Valparaiso, Ind. In '61 Mr. Crumbacker's father entered the postal service at Washington, and then went into the army. His family moved to the capital city with him, and young Crumbacker entered Columbian College. But the confusion of wartime filled the city, and besides, the greater part of the college building was used as a hospital, and the students could not profit much by their tuition. "To sit at my desk," Mr. Crumbacker has lately written, "near a window facing on the park, covered as it was with long rows of hospital tents, and trying to conjugate some Latin verb, my attention would be continually attracted by the muffled roll of drums, with its sad significance. I much preferred to go among the wounded soldiers, to assist them, if possible, and to hear them recount the stories of their battles." Mr. Crumbacker's father died in 1865, and the family returned again to Valparaiso. There the academic course was resumed and it was continued until 1868, when the family moved to Chicago. In 1871 Mr. Crumbacker was appointed to the post office and assigned to the mailing division. He began with the "platform," and has seen service in all its sections. He is now in charge of the newspaper section. He was elected by the local association of clerks as a delegate to the Pittsburg Convention, and he was at the national gathering in St. Louis in September as well. Mr. Crumbacker has been for twelve years a member of the Illinois militia; for the enthusiasm of the wartime has never been overcome by its terrors. He was married in May, 1874, at New Buffalo, Michigan, to Miss Julia S. Harris.

M. V. B. Sallade, member of the executive committee, was born in Clarion County, Penn., in September, 1840. He went to school until he was thirteen, when he began to learn the nailing trade in the Kittaning Rolling Mill. In 1862 he enlisted in the 155th Pennsylvania regiment, and served until the close of the war, when he returned to his trade in Pittsburg. He went to work slate roofing, but in August, '90, was appointed a clerk in the Pittsburg post office. He is the father of a fine family of five sons and one daughter.

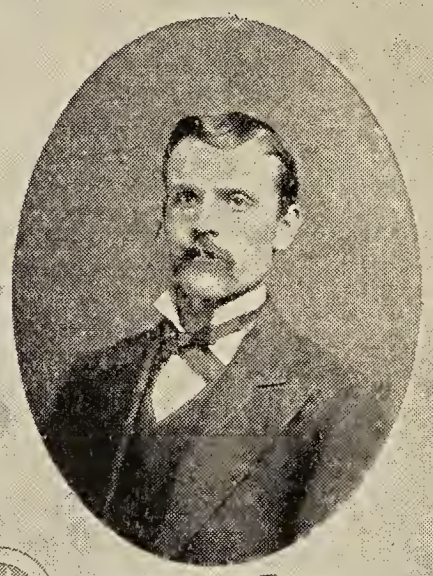
The New Orleans member of the executive committee, Robert E. L. McIntyre, is the son of Col. Thomas McIntyre, sergeant-at-arms of the Louisiana Legislature. He was born in '66, went to the public schools, took an academic course at the Jesuit College of New Orleans, started out in life at eighteen, and secured a place in the Cotton Centennial Exposition. He passed the civil service examination soon after and was appointed a clerk in the city delivery division by Capt. S.



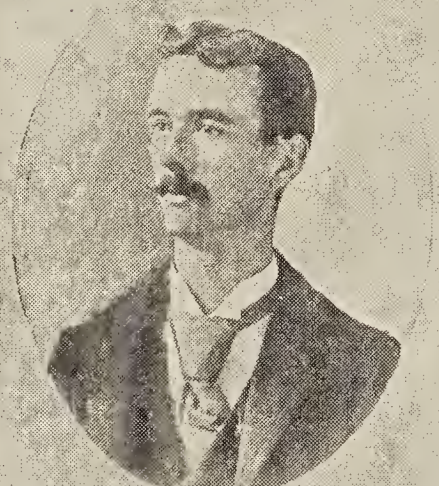
ROBT. E. L. McINTYRE,
New Orleans.



CHAS. J. W. LITTLE,
Kansas City.



CORNELIUS J. FORD,
Boston.



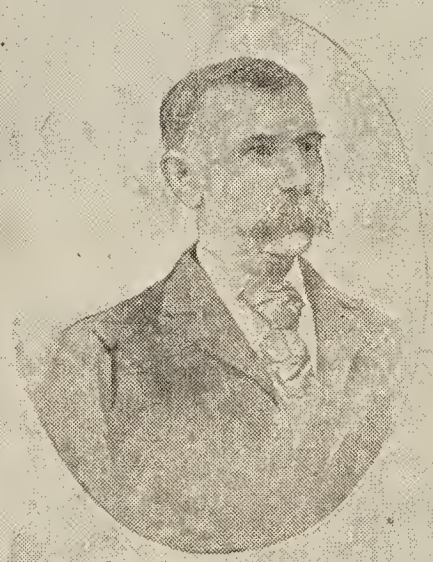
E. F. DELEHUNTE,
Cleveland.



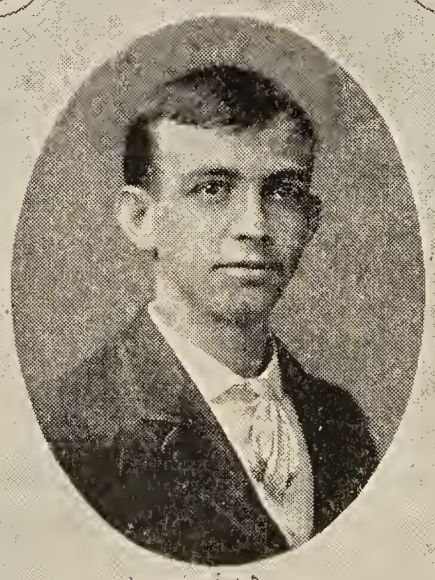
W. J. BOYD,
Washington.



ALONZO M. VINCENT,
Buffalo.



M. V. B. SALLADE,
Pittsburg.



JOSEPH W. DILLIN,
Nashville.



WILBER E. CRUMBACKER,
Chicago.

EXECUTIVE COMMITTEE CLERKS' ASSOCIATION.

H. Buck, then the postmaster. He was before long transferred to the registry division as delivery clerk. Postmaster Nott promoted him to be superintendent of the register division. Under Major Eaton Mr. McIntyre was made foreman of the registry division. He was one of the organizers of the New Orleans Clerks' Association, and was elected vice-president at its first meeting. Mr. McIntyre is a steadfast fellow, fond of social enjoyments. He has always been fond of military duty, and he is one of the oldest members of the Louisiana Rifles, thought by many to be the best drilled company in the Southern states. At any rate, Mr. McIntyre once won a gold medal as the best drilled man in it. He is also one of the early members of the Young Men's Gymnastic Club; and he was president of the Perseverance Boat Club for a number of years.

Cornelius J. Ford, president of the Boston Post Office Clerks' Association, is a native of Boston, born Jan. 3, 1851. After graduation from the Boylston School at the age of fifteen, he learned the plastering trade, which he followed until the fall of 1882, when he entered the postal service as clerk in the Boston post office, where he is still employed. Mr. Ford is a charter member of the Boston Post Office Clerks' Association and became president Jan. 10, 1892. He was delegate-at-large to the St. Louis convention and was appointed by the president of the National Association a member of the executive committee.

Alonzo M. Vincent was born at Sherman, New York, in April, 1867. He was bred there, and graduated from the Sherman Academy in 1885. Immediately afterwards he was appointed from the civil service list as receiving and dispatching clerk in the Buffalo post office under Postmaster Bedford. For the past five years he has been in the mailing division, working every day at the New York, Pennsylvania, Canada and Michigan cases. He is obliged to "carry" about 7,000 offices. His last examination was on New York state, as follows: Cards handled, 3,494; cards correct, 3,487; cards wrong, 7; percentage correct, 99.79 per cent.; separations in states, 166; separations made, 168; time, two hours and fifty minutes; number of cases per minute, 21. Mr. Vincent is secretary of the Buffalo Post Office Clerks' Association, as well as a member of the executive committee of the National Association. In 1891 he passed the examination for the Railway Mail Service, but did not enter it. Before entering the Buffalo office, Mr. Vincent had done duty in the Sherman office.

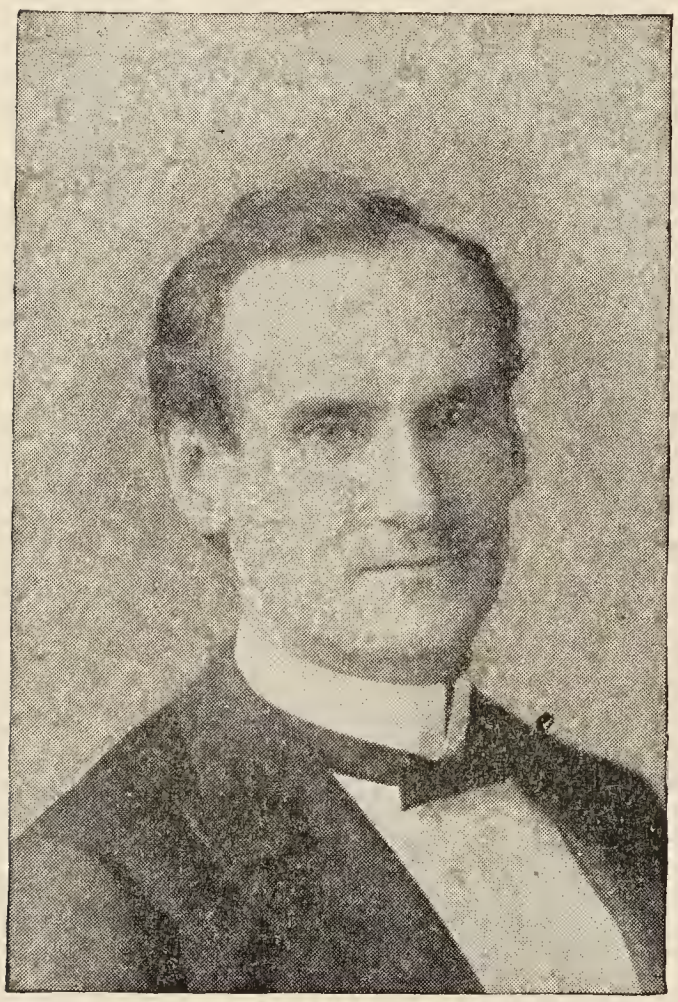
W. G. Boyd was born in Washington City, in January, 1859, and was educated in the public schools of the District. After graduation he entered his father's hardware establishment, but in 1881 he was appointed a clerk in the delivery division of the city post office, which position he has filled with credit ever since.

Joseph W. Dillin is a son of the late Hon. Joseph R. Dillin, and was born in Elkton, Giles County, Tenn., in May, 1863. His parents moved to Nashville while Mr. Dillin was yet a baby, and there he has lived, except for eight years, when he enjoyed the freedom of his father's farm at Smyrna, Tennessee. He went to the Nashville schools, and to the Montgomery Bell Academy. He was stamp clerk in the internal revenue office at Nashville from 1882 to 1885, and then became assistant book-keeper for the Tennessee Manufacturing Company of Nashville, which is the next largest cotton mill in the South. There he stayed till October, 1888, when he was appointed superintendent of the registry division of the Nashville post office. Mr. Dillin was unanimously chosen first president of the Nashville Post

Office Clerks' Association, and was reëlected; and he is now one of the two southern members of the executive committee of the National Association.

E. F. Delehunte was born at Cleveland in September, 1856, went to the common schools, and afterwards became a drummer, representing Messrs. George Worthington & Co. of Cleveland. He passed the requisite civil service examination in February, 1877, and was appointed a clerk in the Cleveland office September 1 of the same year. He has made excellent records on Illinois, Indiana, Ohio and Pennsylvania, and has often been promoted.

Two members of the Legislative Committee of the clerks are President Parkhurst and Treasurer Lewis. The third is George Van Nostrand of the Brooklyn office. He is a Brooklyn boy, thirty-three years old. His mother's ancestors were Ethan Allen and Roger Sherman, and his father's the earliest settlers of Rhode Island. He went to school in Brooklyn. In '76 he entered mercantile life; but the firm with which he held a place of responsibility failed, and in 1884 he entered the second civil service examination in Brooklyn for a place as clerk in the post office. He passed, and was soon appointed by General James McLeer. He was first a clerk in the city paper division, and under Postmaster Hendricks he was put at the head of this division in recognition of his ability. Upon the recommendation of Postmaster Collins, Mr. Van Nostrand was made a member of the Civil Service Board for the Brooklyn office; and his record during his eight years of service has thus been not only irreproachable in a purely routine way, but it has been a superior and aggressive service. His department is a model in the Brooklyn office, and he enjoys the confidence of his men as well as of the public. He is something of a parliamentarian and debater. He was made Executive Committee man, and Legislative Committee man also, at the Pittsburg convention, and he has always proved in these directions as well as in the other a tireless worker. He believes in recognizing the employees of the postal service; for in that way, with liberal attention to their welfare and the encouragement that always accompanies it, is the service to be most improved.



MR. GEO. E. VAN NOSTRAND.

Last year's president of the National Association was Wm. J. Osgood of the Chicago office. His earliest recollection takes him back to his rambles as a boy almost in the shadow of old Monadnock. He was born in 1848 in Mason Village, New Hampshire. He went west while yet a lad. George B. Armstrong secured him a place in the Chicago post office. He was a stamper at first, and then a box clerk, and then foreman at the stamping table. Mr. Osgood helped save the mails at the time of the great Chicago fire, and on this account was promoted to the

city distributing department, where after awhile he was made foreman. He is at present in charge of the package and parcel department. He is a member in high standing in several societies, and out of hours contributes to periodicals. Mr. Osgood was elected the first secretary of the Chicago Association of Post Office Clerks, and after two terms he was made secretary of the National Association. He was elected to the presidency of the association by acclamation at the Pittsburg convention of 1891.

The first vice-president of the Clerks' Association last year was Mr. Plummer; the second, Mr. Parkhurst. The third vice-president was A. F. Hinners of the Milwaukee post office. He was born at Beardstown, Ill., in 1854. He removed to Chicago with his parents when he was six years old, but at the age of eighteen went to Milwaukee and entered the post office under Henry C. Payne. In 1877 he was a stamper in the mailing department. He was promoted to be assistant superintendent of mails in 1882 and still holds that position. He is a veteran in the Milwaukee office and represented the local Clerks' Association in the Washington and Pittsburg Conventions.

Last year's chairman of the executive committee was W. A. Renner of the Philadelphia office. He is a Richmond, Va., boy, born in '55. In 1859 his people moved to West Point, New York, where young Renner received a common school education at the Post school. At eighteen he had the entire management of the restaurant for the cadets at the Academy. In September, 1875, the Renner family moved to Philadelphia, and in '76 Mr. Renner was appointed a clerk in the office of the superintendent at Fairmount Park. He was there till '81, when he was appointed a clerk in the central office. In '83 he was promoted to the east distribution case and that position he still holds. In 1890 Mr. Renner was elected a delegate to the Washington Convention, and he was at once made a member of the executive committee. In '91 he was a delegate to the Pittsburg Convention, and there he was appointed chairman of the executive committee. He represented the Philadelphia clerks at the St. Louis Convention in September.

J. T. Mathis, of the St. Augustine office, was another member of last year's executive committee. He went to Florida in 1882, and engaged in the lumber business and the culture of oranges at Grovesdale near Crescent City. He was later employed in a store near Seville. In 1885 he was appointed postmaster at Grovesdale. But it was a new office and Mr. Mathis resigned March 4, 1887. The same year he was appointed a clerk in the post office at Crescent City. In 1887 he went to St. Augustine and was appointed general delivery clerk. He is now chief clerk, or assistant postmaster. He has always taken a deep interest in the welfare of the National Association.

James Edward Cowen, of last year's executive committee, is a clerk in the Pittsburg office, and a strong, popular man. He first saw the light at Fort Perry, in Allegheny County, in 1854. He went to school until he was fourteen, and then took a preparatory course for college. But at eighteen, when he was almost ready to enter, the panic of 1873 broke upon the country, and, along with so many others whose stories have not been told, his prospects were darkened. He first entered the Pittsburg post office in 1880 under Postmaster Anderson. He has been promoted until he is now foreman of the mailing division. Mr. Cowen is one of Postmaster McKean's trusted lieutenants. He enjoys his home and his family of five, and is a good citizen, interested in all good causes.

W. H. Hill represented the clerks of the Detroit office on the executive committee last year. He was elected at the Pittsburg Convention. He was born in Rochester, N. Y., in 1853; was taken west at the age of three to Portland, Mich., where he remained for four years. Then he returned to Rochester for a schooling. He studied in the common schools and in business colleges for twelve years. He then went west again and entered Harper Hospital in Detroit for the purpose of studying medicine. But his father's death occurred within a year,



and bread winning became his stern necessity. He worked in a civil engineer's office at Grand Rapids for two years; but he made his way back to Detroit again and went to work in the House of Correction as an overseer. The occupation did not suit him, and after six months he entered the employ of Pingree & Smith, shoe manufacturers, remaining till 1881, when he became a substitute carrier in the Detroit post office. After six months he was permanently appointed as a "No. 3 man," and from that post he rose to the letter case, where he still is.

The idea of organizing the railway postal clerks into a mutual benefit association was conceived by John A. Montgomery of

Chicago in 1874. The proposition immediately met with favor, and an organization was formed in October of that year at Chicago. Austin B. Hulse of Washington City was elected president, and Mr. Montgomery was chosen secretary and treasurer. The first annual meeting of the Association was held in New York City in October, 1875.

The United States Railway Mail Service Mutual Benefit Association was incorporated Nov. 17, 1880, in the state of Illinois. The chief object of the Association is to provide benefits in cases of death among its members. The salary of the secretary and treasurer is at the rate of one hundred dollars a year for each 250 members, but in no case shall it be less than $400 per year. The chairman of the executive committee is paid $100 annually. Local secretaries who received and forwarded to the secretary and treasurer as much as $1,200 annually used to receive two per cent. of the total. No other officer receives remuneration for his services. Annual meetings are held the first Tuesday in September. These are attended by one delegate for each division of the Railway Mail Service, and by one for every twenty-five members in each division. The officers are always delegates. The chief officials of the Department, as well as all connected with the Railway Mail Service, are eligible to membership. Would-be members are obliged to furnish a certificate of good health from a recognized physician; and payments of dues are regulated by the ages of the members. The benefit fund is deposited in a bank or trust company designated by the directors. This fund is maintained in proportion to the total obligation of the Association to its beneficiaries in the ratio of one fourth of one per cent. of such obligation. A member who fails to pay his assessment in thirty days has to be suspended. If he is delinquent for sixty days, he forfeits his membership. Any member guilty of habitual drunkenness or gross misdemeanor is promptly expelled. A membership fee of $3 is charged and the annual dues are $1. The assessments made upon the death of a member vary from $1.50 to $3 according to the age of the member who pays. The amount collected by a given assessment is turned over to the heirs of the beneficiary; but the sum must not exceed $2,000.

The officers of the United States Railway Mail Mutual Benefit Association are :

President : T. T. Taylor, Fort Scott, Kansas; *Secretary and Treasurer :* C. E. LaGrave, Chicago, Ill.; *Vice Presidents of Divisions :* 1st, M. A. Buttricks, New Haven, Conn.; 2d, W. J. Fox, Philadelphia, Pa.; 3d, J. W. Hollyday, Washington, D. C.; 4th, Charles Fitzgerald, Jackson, Miss.; 5th, W. O. Bangs, Cincinnati, O.; 6th, J. M. Butler, Lincoln, Neb.; 7th, W. J. Carr, Wichita, Kansas; 8th, A. H. Merrill, San Francisco, Cal.; 9th, D. M. Wells, Cleveland, O.; 10th, J. H. Nightingale, Faribault, Minn.; 11th, O. L. Teachout, Fort Worth, Texas; *Executive Committee :* J. F. Blodgett, Atlanta, Ga.; T. T. Ballinger, Medford, N. J.; W. Meredith, Chicago, Ill.; W. H. Housel, Galesburg, Ill.; C. A. Schirmer, Chicago, Ill.; Harry E. First, Cincinnati, Ohio; G. L. Bowyer, Chicago, Ill.



MR. THOMAS T. TAYLOR,

President, Railway Mail Service Mutual Benefit Association.

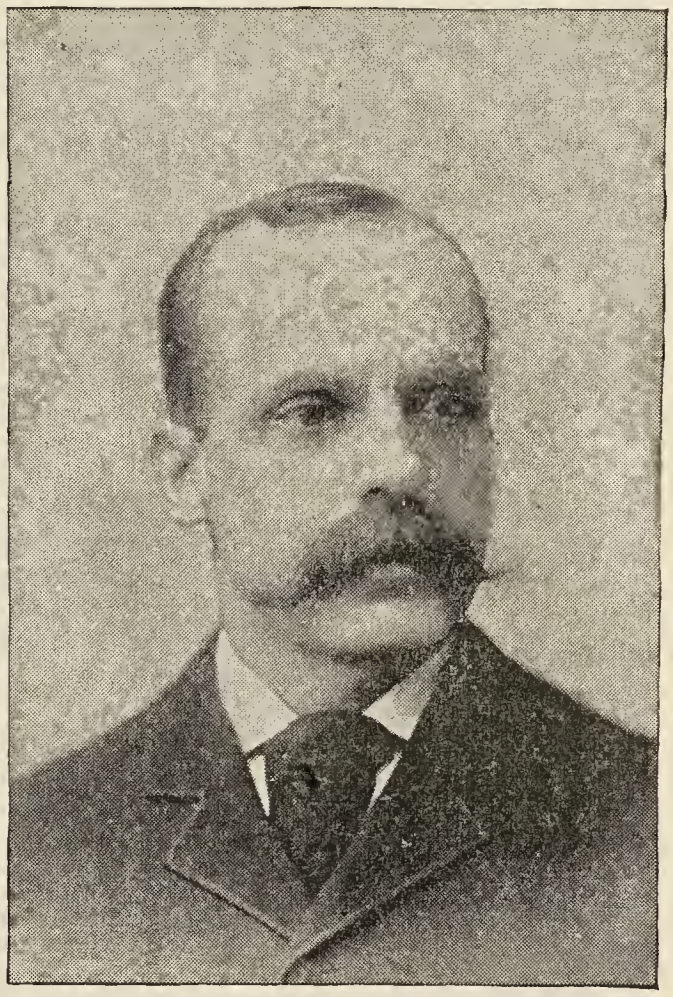
Born in Georgetown, Ohio, in 1860, Thomas T. Taylor, Jr., moved in his early youth with his parents to Edina, Mo. After good experience as schoolboy, printer's apprentice, farmer boy, page in the Kansas House of Representatives, and freshman in Washburn College, Topeka, in October, 1881, he entered the Railway Mail Service on the southern division of the La Junta & Deming R. P. O. with headquarters at Santa Fe. The following year he was promoted to class 3 and became clerk in charge of the consolidated railway post offices of the La Junta & Deming and the Kansas City & La Junta lines. In 1884 another consolidation resulted in his promotion to class 5 and he was put in charge of a crew on the night line. In 1885 Mr. Taylor resigned to take a special course at Oberlin College, and in another year entered the real estate and loan business in Hutchinson, Kansas. In 1889 he reëntered the Railway Mail Service on the Kiowa & Panhandle, and soon after was transferred to the St. Joseph & Caldwell. On the first of January, 1890, he was promoted and assigned to duty as chief clerk at Fort Scott, Kansas.

The secretary and treasurer is C. E. LaGrave of Chicago. Mr. LaGrave was born in Paw Paw, Michigan, in 1847. He was a post office clerk there for several years, and for three years was assistant postmaster at Kalamazoo. He has been a railway postal clerk nineteen years, and is actively in service on the Detroit and Chicago railway post office. He has been twice reëlected secretary and treasurer of the Mutual Benefit Association. His popularity among his fellows, and the enterprise and business judgment which he displays in the performance of his duties, are thus attested.

Minot A. Butricks, chief clerk at New Haven, was born in July, 1835, in Orange, Connecticut. In August, 1862, having assisted in recruiting Company I,

of the 15th Regiment of Connecticut Volunteers, he was commissioned as first lieutenant. Shortly after he became captain. He served with that regiment throughout the war, participating in many engagements, and for a time was confined in Libby Prison. After the war he served successfully as carrier in the New Haven post office, as Fire Marshal of New Haven, and as clerk in the Railway Mail Service, under an appointment from Postmaster General Jewell. Mr. Butricks is one of the most prominent members of the Mutual Benefit Association. He was its president for four years.

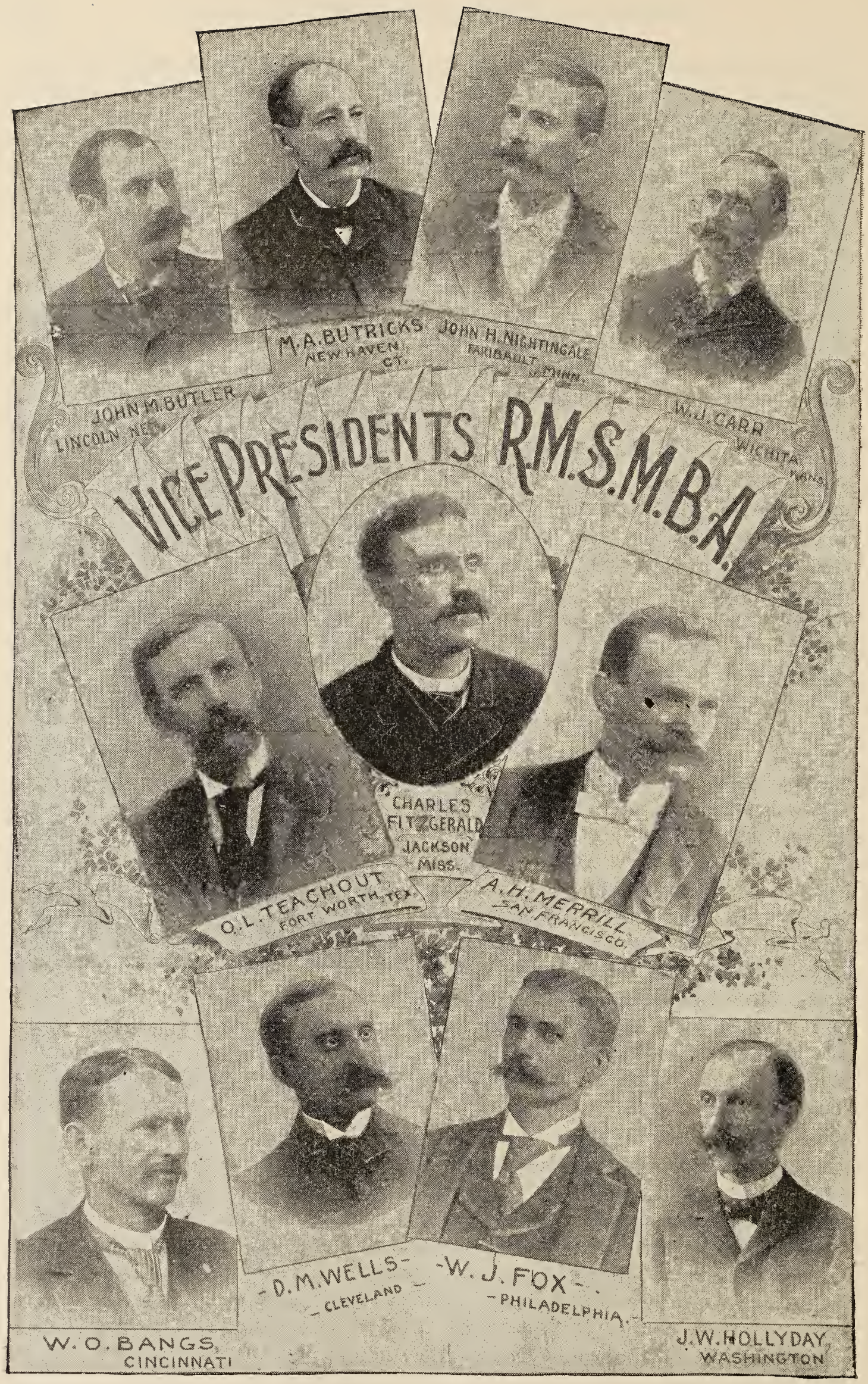
W. J. Fox was born in 1859 near Kirkwood, N. J. He went to school and worked on a farm, and then learned the trade of miller. He worked in Illinois and Indiana and in Philadelphia; and in April, 1882, entered the Railway Mail Service. He is now a clerk of class 5, in charge of the New York and Pittsburg R. P. O.



MR. C. E. LAGRAVE,
Secretary, R. M. S. Mutual Benefit Assn.

John W. Hollyday is a Findlay, Ohio, boy, who was born in '52. He is the son of Rev. R. H. Hollyday, a well known home missionary of the Presbyterian faith, in northwestern Ohio. At fifteen young Hollyday entered a mercantile establishment in Findlay, and there he worked for ten years. In 1878 he was appointed a clerk on the New York and Chicago R. P. O. There he worked until 1885, except during 1881 and 1882, when he was detailed to duty in the office of the superintendent of the 9th Division at Cleveland. In February, 1885, he was assigned to duty in the office of the general superintendent at Washington. He is the clerk in charge of the cases for appointment, transfer, and removal in the Railway Mail Service. Mr. Hollyday has been a delegate to most of the Mutual Benefit conventions, and was chairman of the committee on arrangements for the recent convention in Washington. His connection with the Association, as well as his daily duty, have probably familiarized him with the personnel of the Railway Mail Service in an unequalled degree.

Charles F. Fitzgerald, a clerk on the Cairo and New Orleans line, was born at Jackson, Mississippi, in 1857. His father and mother had emigrated from Ireland in the early fifties. The father was a truck farmer, and the son, and a brother slightly older, trundled their vegetables through the streets of Jackson as mere urchins. There was push in young Charles, however, and he drove a horse car in order to attend a school in Jackson, and later went to the convent academy of St. Joseph in that town. In 1879 he was a clerk to the superintendent of the Mississippi State Lunatic Asylum, but in 1885 resigned to enter the Railway Mail Service. He was before long promoted to class 5 and made


VICE PRESIDENTS R.M.S.M.B.A.
JOHN M. BUTLER
LINCOLN, NEB.
M. A. BUTRICKS
NEW HAVEN
CT.
JOHN H. NIGHTINGALE
FARIBAULT
MINN.
W. J. CARR
WICHITA
KANS.
CHARLES FITZGERALD
JACKSON
MISS.
O. L. TEACHOUT
FORT WORTH, TEX.
A. H. MERRILL
SAN FRANCISCO.
D. M. WELLS
CLEVELAND
W. J. FOX
PHILADELPHIA.
W. O. BANGS,
CINCINNATI
J. W. HOLLYDAY,
WASHINGTON

chief clerk at New Orleans on the recommendation of the retiring chief clerk. Mr. Fitzgerald is married and has four children, and he believes it to be the duty of every clerk who loves his family to join the Mutual Benefit Association.

North Royalton, Cuyahoga County, Ohio, is the native place of Wendell O. Bangs. He was born in September, 1858. Mr. Bangs entered the Railway Mail Service in January, 1877, on the Chicago and Cincinnati, and rapidly passing through the subordinate positions, soon had charge of a crew. In 1882 he was transferred to the Cleveland and Cincinnati as clerk in charge. In 1886 he became general agent for the Equitable Accident Insurance Company and largely increased the business of that company in Chicago, Indianapolis, Richmond, Indiana and Cincinnati. But his attachment for his earlier calling soon led him back again into the Railway Mail Service, where he is now employed in charge of a crew running between Hinton, W. Virginia and Cincinnati. Mr. Bangs has twice been elected vice president.

John M. Butler was born on a farm in Sullivan County, Indiana, in '56, but removed with his parents in '64 to Pawnee City, Neb. There he went to the high school, and afterwards learned the harness business. He worked at this trade until '79, when he was appointed to the Railway Mail Service. He is now chief clerk at Lincoln.

W. J. Carr first saw duty in the postal service in 1874, when he was a clerk in the Chetopa, Kan., post office. In 1876 he was a clerk in the Dennison, Tex., post office, and in 1878 was assistant postmaster at Parsons, Kan. Then he was appointed a route agent on the Atchison road between Santa Fe and Socorro, N. M.; and he was later transferred to the La Junta & Deming, and, later still, to the Kansas City & Deming. In 1882 he was transferred to the St. Louis & Texarkana route, and assigned to duty as assistant chief clerk at Kansas City. In 1883 he was transferred to the Kansas City & Denver, and in 1891 to the Saint Louis & Burrton, and assigned to duty as chief clerk at Wichita.

A. H. Merrill was born in Frankfort, Me., in 1856. His people removed to Portland, and then to Boston, and finally to San Francisco in 1873. Young Merrill went to school there, and then learned the printing business; but he afterwards became secretary of a land and flume company, in Susanville, Cal. In 1879, however, he returned to San Francisco and became a railway postal clerk. He rose rapidly through all the grades, until he is now assistant superintendent of the 8th Division.

D. M. Wells was born in Michigan City, Indiana, in September, 1845, and moved with his parents a few years later to La Porte, where he received an ordinary school education and became a dry goods clerk. In 1873 he entered the Railway Mail Service on the Toledo & Chicago, was put in charge of an Illinois and Indiana paper case, and has been the only paper clerk on that line to be promoted to be head clerk while still retaining his position as paper distributor. During the centennial year Mr. Wells was on duty at the Grand Central station in New York City and also at the New York office in charge of the Illinois distribution. In '77 he returned to his former line as clerk in charge, and in the fall of 1883 was detailed as chief examiner of the 9th Division, holding this position until July 1, 1889, the date of his promotion to be assistant superintendent and chief clerk at Cleveland. Mr. Wells served about five months in the war in 1864. His father was a soldier of the war of 1812.

John H. Nightingale was born in New York City in January, 1854. On account of his father's long service in the war, followed by years of suffering and expense, the son was necessarily deprived of many educational advantages. Nevertheless, the young man found opportunity to learn many useful lessons while his associates were asleep or enjoying themselves; and so an excellent self-education was acquired. He was for five years foreman in a marble cutter's in Faribault, Minn., entered the Railway Mail Service in 1886, and, passing through the subordinate grades, was promoted to class 5 in 1891. He was a delegate to the sixteenth and seventeenth annual conventions and was elected vice-president in 1891 and in 1892.

O. L. Teachout is chief clerk of the Railway Mail Service for the eleventh division at Fort Worth. He was born in Manchester, New York, in 1841. His people removed to Michigan in 1858; but Mr. Teachout was in New York at school when the war broke out, and he enlisted under the first call for seventy-five thousand men, as a private in the 28th New York, at Canandaigua. His home was in Michigan until 1879, where he was a farmer and live-stock breeder. Then he moved to Texas. He was appointed to the service in 1881.

John F. Blodgett was born in Augusta, Georgia, in October, in 1855, graduated from the local high school, and at nineteen worked as a clerk in a railroad office. He was appointed to the Railway Mail Service in 1877, as a mail route messenger on the Camak & Macon Railway Post Office. Later he was transferred to the Charlotte and Atlanta, and promoted to be clerk in charge in 1880, and later still he was made chief clerk at Atlanta. Mr. Blodgett is a Knight Templar and a member of the Mystic Shrine, and having himself risen from the ranks, he appreciates thoroughly the situation of the clerks.

Thomas F. Ballinger was born near Medford, N. J., in October, 1857. His earlier education was obtained from private schools. He graduated from Pierce's College of Business, in Philadelphia, in 1877. After several years' experience as book-keeper he was appointed postal clerk on the South Amboy and Philadelphia and afterwards transferred to the New York and Washington, where he is now clerk in charge. Mr. Ballinger is a 32d degree Mason and also the present D. D. G. M. of the 21st District of New Jersey I. O. O. F.

William Meredith of Chicago is another director of the Mutual Benefit Association. He was born at Big Rock, Illinois, in 1842, of Welsh ancestors. He worked on his father's farm until 1865, when he sought the gold fields of Nevada and Idaho. He taught school a little, but in 1867 returned to Illinois, and later entered the law department of Michigan University and graduated in 1869. Mr. Meredith opened a law office in Taylor's Falls, Minnesota, but clients were not numerous enough to suit him and he went to Oregon, only to find the profession of the law overcrowded there. In 1872 he entered the Railway Mail Service as a messenger between Aurora and Foreston. He was a clerk of class 5 on the New York and Chicago and a member of Captain White's crew which brought the $20,000,000 of gold coin from San Francisco across the continent to New York. He is now in the real estate business in Chicago.

W. H. Housel was born near Akron, Ohio, in 1835, and worked on a farm until he was nineteen. When he was twenty his father died leaving a large family; and Mr. Housel prospected for coal during the summer season in the counties of Mahoning and Trumbull, and in the winter attended school at seminaries at

Western Star, Inland, and Canfield. In the winter of '57 and '58 he taught school near Youngstown. In the spring of '68 he caught the Pike Peak's fever and in company with thirteen others, started for the bounding West. The party took boat at Beaver Falls, Penn., and after sailing down the Ohio and up the Mississippi and Missouri to Leavenworth, bought six yokes of oxen and supplies enough for Denver. After prospecting in that region for six weeks Mr. Housel and his companions concluded that gold was not so very plenty, and the party was disbanded. Mr. Housel with two of his companions started down the Platte River in a flat boat. But this mode of travel was too slow, and they were glad to be picked up by a stranger bound for St. Jo. They finally reached Hannibal and Alton. Mr. Housel then worked on a farm in Illinois and taught school in Champaign County, Illinois. In '59 he worked on a farm in Ohio; but he later returned to Illinois and began to teach. He enlisted in Company G of the 25th Illinois Infantry on August 25, 1861, and served until September 1, 1864, when he was discharged at Springfield. Then he taught school for a year, and was deputy sheriff of Champaign County for a year. The next year he ran a country store. After that he worked at carpentry and taught school in the winter. In 1870 he was appointed a railway postal clerk.

Charles A. Schirmer was born in Chicago in 1862. Being an orphan, he was obliged to leave school at ten. At sixteen he was a tin and sheet iron worker for Dresel & Folz, and in three years was foreman. Then he became a clerk on the Chicago and Winona in '83. He was permanently appointed in '84. He has been twice promoted, was for awhile assistant chief clerk at Chicago, and is now a clerk of class 5 again on the Chicago, Elroy and St. Paul. He has a wife and four fine children.

Harry E. First, president of the Railway Postal Clerks' Association of the 5th Division for the third time, runs between Chicago and Cincinnati. He was born in Bloomington, Ill., in 1861, of Scotch-Irish parentage. An orphan at six, he went, nevertheless, to the high school at Worcester, Ohio, to Green Hill Academy, Columbia City, Indiana, and to the Valparaiso (Indiana) College. He entered the mail service in 1886, on the Grafton, W. Va., and Cincinnati line. He is a clerk of class 5, and has charge of a crew. He has appeared before the committee of the Fifty-Second Congress to urge legislation for postal clerks.

George L. Bowyer was born in Williamson County, Illinois, in February, 1852, but was taken by his parents to Carbondale, in Jackson County, when he was two and a half. He went to the common schools and had two years at college, and was for a while a clerk in a general store. In 1870 he was appointed a cadet-engineer at Annapolis, but never went there. Then he was a clerk in a railway office for four years. He was in business for awhile and then clerk in the Carbondale post office. Thence, in '76, he entered the Railway Mail Service. He was removed in '85 for politics and was a commercial traveller and book-keeper. He was reappointed in '87, however, and is now clerk in charge on the Chicago & Cairo night line.

A prominent member of last year's Board of Directors was Frank W. Moody, of Waukegan, Ill. He is a Wisconsin boy, born in Dodge County in 1858. His people were Vermonters. Since 1867 Mr. Moody has lived in Lake County, Ill. He went to the common schools, worked on a farm, taught school, and was married in 1880; and he worked in a store until his appointment to the R. M. S. in

1883 under Captain White. He is a clerk of class 4 on the Chicago, Elroy and St. Paul.

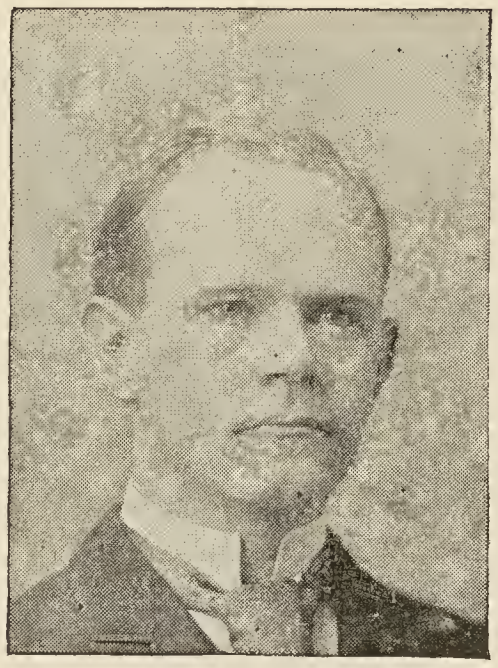
Another member of last year's board was William H. Biggan, of Middletown, N. Y. He was born in Sheffield, England, in 1851, and came to this country with his parents in 1859. They lived in Philadelphia for a while, but moved to Middletown in 1861. He went through the local academy and then learned the trade of carpenter. He was appointed a clerk in the Middletown post office in 1875, and there stayed until he secured his place in the Railway Mail Service in 1881. He was promoted to be clerk in charge in 1885, on the New York and Dunkirk line, where he still serves.

C. O. Wengler, another director last year, was born at Allenton, Missouri, in 1857. He went to school in his native place and in St. Louis until he was seventeen. Mr. Wengler's father was a general merchant in Allenton and the postmaster there. Young Wengler went to St. Louis and became a plumber and gas fitter. He worked at this business for seven years and was foreman of his shop for two years. He entered the Railway Mail Service in July, 1881, and was assigned to the St. Louis and Kansas City run. He is on the same line now, and clerk in charge of the fast mail.

The railway postal clerks, doubtless encouraged by the successes of other organizations of postal employes, began to take steps early in the year 1891 to organize themselves into an association. Their object was to express certain wishes of theirs and to take steps to realize them. A call was published in the *R. M. S. Bugle* for a convention to be held in Cincinnati on the 15th of July, 1891. It is doubtful who first suggested this conference, but Mr. A. E. Winrott, editor of the *Bugle*, was among the most prominent to give it form. Representatives of nearly all of the divisions were present. Prominent in the meeting were Capt. H. William Fry of Winona, Minn., and Messrs. S. Z. Ettinger of St. Louis, H. W. McGeorge of Washington City, and S. K. Baughman of Quincy, Ill. The convention was called to order by Mr. Harry E. First of Cincinnati, and he was made temporary chairman, and Mr. M. H. Bunn of Atlanta was chosen temporary secretary. Mr. C. A. Guthrie of Chicago was shortly made permanent chairman, and Mr. Bunn permanent secretary.

After a two days' session an organization substantially as follows was made: Each division was to have its own association, with its own constitution, officers, etc., and each was to elect two representatives, one of whom was to be of class 4 or 5 and the other of one of the other three classes, these twenty-two men to constitute the National Association, who should have the affairs of all the

eleven associations in charge. This National Association was to elect its own officers, not necessarily from among the twenty-two members, and the officers were to be a president, a vice-president, and a secretary. The meeting dissolved, after appointing August 19 as the day and St. Louis the place for a ratification meeting of the newly elected members of the National Association. This meeting was held, the Cincinnati constitution was adopted, and the following officers elected for the year: President, M. C. Hadley of Waltham, Mass.; Vice-President, C. A. Guthrie of Chicago; Secretary and Treasurer, M. H. Bunn of Atlanta. The constitution provides for annual meetings on first Wednesdays in August and for per capita assessments on the division associations for funds with which to pay expenses.



MR. M. H. BUNN.

The first undertaking of the Association was to urge the passage of a bill re-classifying the Railway Mail Service; and to effect this object the Association adjourned to meet in Washington the next September, this in order that the officers might coöperate with the officials of the Department, and by acting upon their advice secure assistance more quickly. An executive committee of seven members were chosen to forward, if possible, the bill before Congress, which had been drawn by the National Association. An assessment of fifty cents was levied on each member to pay the expenses of this committee; and the committee chosen were: F. W. Ginther, Chairman; and Messrs. A. A. Forbes, S. Z. Ettinger, C. A. Guthrie, H. W. McGeorge, C. L. Brown, and M. H. Bunn. This committee met in Washington late in January. They devoted themselves to the post office committees, secured the introduction of their bill in each branch, and saw it pass the Senate.

The Association held its first annual convention at Detroit, in August, 1892. The report of the national secretary showed that the Association was thoroughly organized in all divisions except the first, with 3,500 members; that $1,846.40 had been collected and $1,828 expended. The following officers were elected: President, J. G.


HORATIO W. McGEORGE, Washington.
CHAS. E. BENTLEY, Corry, Pa.
HALBERT O. SMITH, Sparta, Wis.
J. G. FENNESSY, St. Louis.
WILL. LAMB, Cincinnati.
E. W. GINTHER, Harrisburg, Pa.
Officers of the Railway Postal Clerks Association
B. L. TEMPLE, San Antonio, Tex.
S. Z. ETTINGER, St. Louis.

Fennessy of St. Louis; Vice-President, C. E. Bentley of Corry, Penn.; and Secretary and Treasurer, Will Lamb of Cincinnati. None of the former officers desired reëlection. Mr. M. C. Hadley had resigned his post as president the preceding November, and Mr. C. A. Guthrie had been president since that time. To complete, if possible, some legislative action, Mr. F. W. Ginther of Harrisburg, Pa., Mr. O. H. Smith of Sparta, Wis., and Mr. B. L. Temple of San Antonio, Texas, were chosen a legislative committee. Messrs. Ginther, McGeorge, Smith and Ettinger were elected the executive committee.

The officers of the Railway Postal Clerks' Association are:

President: J. G. Fennessy, St. Louis; *Vice-President:* C. E. Bentley, Corry, Pa.; *Secretary and Treasurer:* Will Lamb, Cincinnati; *Executive Committee:* F. W. Ginther, Harrisburg Pa.; H. W. McGeorge, Washington, D. C.; O. M. Smith, Sparta, Wis.; and S. Z. Ettinger, St. Louis; *Legislative Committee:* Messrs. Smith, Ginther, and B. L. Temple of San Antonio.

The president of the National Association of Railway Postal Clerks, J. G. Fennessy, was born in April, 1853, in Memphis. He left the public schools there at the age of nineteen, and moved with his uncle to Little Rock, his parents having died. He learned the trade of carriage maker, and became foreman in his uncle's shop. But he left this work in May, 1877, to become a railway postal clerk. He has been on the St. Louis & Texarkana R. P. O. ever since, most of the time as clerk in charge. His home is now St. Louis. Mr. Fennessy has taken great interest in the postal clerks' association from the start. He was twice president of his division association, and at the annual meeting at Detroit in 1892 was chosen the national president. He is very popular with his colleagues throughout the service.

Charles E. Bentley, clerk in charge of New York and Chicago trains Nos. 4 and 13, was born in North Colebrook, Conn., in 1854. He has lived in Western New York and New Jersey, but Corry, Penn., has been his home since 1869. He entered the Railway Mail Service in 1872. In 1875 he was a clerk on the Lake Shore & Michigan Southern between Buffalo and Toledo. He was made clerk in charge in October, 1881, and he has lately completed his seventeenth year of service on the night run. Mr. Bentley is a prominent member of the Knights of Pythias. He was elected captain of the Corry City division upon its institution in 1886, and was appointed adjutant of the Fourth Regiment in 1887, and elected colonel of the same regiment in 1888. In August, 1891, he was commissioned brigadier-general of Pennsylvania for four years, and has two thousand Knights of Pythias in his command.

Will Lamb was born near Cadiz, Henry County, Indiana, in January, 1863. He was a farmer's boy, but went to school until he was sixteen. Then his parents sent him to Spiceland Academy, where he spent two winters, working on the farm in the summer. The next winter he taught school, but soon an enterprising tailor in New Castle, Indiana, offered him a place. He occupied it for only six months, however, and then began book-keeping for a milling firm at Lapel, Indiana. In a short time he was put in charge of a branch establishment at

Anderson. Mr. Lamb later attended school at Spiceland for a while, and spent the next four years teaching. He was for a time a clerk in a dry-goods house in Indianapolis, and then a passenger brakeman on the Peoria Division of the Big Four. In 1889 Mr. Lamb became a railway postal clerk on the Chicago & Cincinnati night line. He is now in Division Superintendent Davis' office at Cincinnati. Mr. Lamb has been secretary and treasurer of the Fifth Division Railway Postal Clerks, and at the meeting of the National Association at Detroit in 1891 was chosen secretary and treasurer.

F. W. Ginther was born on a farm in Cook County, Ill., thirty-nine years ago. He attended the public schools of Cook and Coles Counties until he was sixteen. Then he assisted his father in the management of a woollen factory. At twenty-three he was appointed to a place in the Post Office Department at Washington. In 1877 he was appointed a clerk in the Railway Mail Service between New York and Pittsburg.

Horatio W. McGeorge was born in Athens, Pa., in November, 1843. At fifteen he was taken out of school to learn the trade of harness-making. In November, 1861, he enlisted in Company G of the 101st New York Volunteers, and saw three years of hard service. He has lived at times in Georgia, Buffalo and Virginia. In 1871 he was appointed a United States gauger of Internal Revenue and served three years. He was appointed a railway postal clerk in 1874, has passed through all the grades, and is now clerk in charge of the Washington and Wilmington. He has been active in the Mutual Benefit Association, and was a delegate to the Denver Convention in 1892; and he was also active in the formation of the National Association of Railway Postal Clerks at Cincinnati in 1891, and was chosen a member of the first executive committee and of the committee on constitution and by-laws. He was a delegate, too, to the next two national conventions. Mr. McGeorge is an enthusiast in botany, entomology and ichthyology.

Halbert O. Smith was born at Montague, in Franklin County, Mass., in October, 1862. But his parents moved to Wisconsin when he was yet a boy, and he went to school at Sparta, in that state, and partly completed a collegiate course at the University of Wisconsin. He was a teacher, and in 1884 was the Democratic candidate for superintendent of schools for Monroe County. He entered the Railway Mail Service in July, 1887, on the St. Paul and Elroy line; but in May, 1889, he was transferred to the Chicago and Minneapolis. He was married in January, 1884, and has two pretty children.

Samuel Z. Ettinger was born near Carlisle, Pa., in December, 1837. He went to school in Lancaster County, whither his parents moved in 1843, was later employed in a bookstore in Columbia for five years, and moved to Kansas with his parents in 1857. They settled on a farm in Leavenworth County. Mr. Ettinger served on the local school board for six years, and was three times elected justice of the peace. He was appointed as a mail route agent from St. Joseph, Mo., to Alexandria, Nebraska, in February 1873, but was transferred in October, 1883, to the St. Louis, Moberly and Kansas City railway post office as clerk in charge. In December, 1890, he was transferred to the St. Louis and Council Bluffs, where he is still employed. During his almost twenty years of service he has lost but four days on account of sickness; and though he has passed through four wrecks, in which his car was turned over, he escaped injury in all but one, but in that he

was injured so severely that he was kept in bed for six weeks. He has been a member of the Mutual Benefit Association from its organization, and was one of the originators of the Railway Postal Clerks' Association. He was on the committee which spent four months in Washington and helped to secure from the House post office committee a favorable report on the reclassification bill and from the Senate the passage of the bill.

B. L. Temple was born in Gatesville, Texas, in April, 1854. At fourteen he was left to make his own way in the world. But he acquired the rudiments of an education by attending the country schools for a few months now and then, by working on a farm, and in any honest way making a living. He took a preparatory course at Webberville Academy, and entered Waco University at nineteen, but lack of means prevented him from graduating. Then he taught school at Brackettville, Texas, and studied law, which he practised for three years; and he later joined a company of Texas rangers engaged in suppressing lawlessness on the Rio Grande border. Indeed, on one of these excursions he was shot entirely through the body while engaged in a hand-to-hand fight with a Mexican bandit. But he recovered, married happily, resumed his work of teaching and of studying law again, and was admitted to the bar in October, 1880, at San Antonio. Three years later he removed to Pleasanton, Texas, and was elected county attorney. He was afterwards a candidate for representative to the legislature but was defeated by the Farmers' Alliance candidate, though he carried his own county by five to one. He was appointed a railway postal clerk in October, 1887, on the San Antonio and Kerrville line. The postal clerks centering at San Antonio chose him a delegate to the National Convention held at St. Louis in 1892, and at the Detroit convention of '92 he was elected one of the three members of the legislative committee. He was once petitioned by every business man in Kerrville to be a candidate for district attorney of the 38th judicial district of Texas, which comprises six counties, but declined. He lives most happily in San Antonio with his very interesting family of five.

M. H. Bunn, the first secretary and treasurer of the Association, is twenty-eight years old. He was born and reared in a country town in northeast Georgia and went to the common schools, but was not able to complete his collegiate course on account of the illness of his father. He was first in business in Atlanta, but in 1885 entered the Railway Mail Service. He is on the Nashville and Atlanta line, has served in all the grades and been in class 5 three and one half years. Mr. Bunn is much attached to the Railway Mail Service, and remains in it in spite of tempting offers from outside.

An unscrupulous lobbyist-editor has been known now and then to prey upon the carriers or the railway postal clerks. The plan is briefly to take advantage of the desire of the postal employes to secure better pay. There is plenty of justice in this, but the way to obtain better pay is not, as many a hard-working, under-paid clerk and carrier has found out, to fill with their good dollars the pockets of some pretender who can do nothing for them. The usual method is for the fellow to boast that this large sum or that has been voted to some particular class of postal employes on the

"influence" of the fellow himself. He accordingly asks for subscriptions for his paper. He offers to prepare a memorial to Congress, which is to be given to the press also "in order that public sympathy may be excited." The petitions of business men are then worked up. The pretender even offers to "fix" the House post office committee, so that it will favorably report his bill! He states blandly that he has the chairman selected, and he will have postmasters "fire into" this chairman ten thousand letters favoring certain measures. Further, he is able to lobby any bill through himself, unaided and alone. There is no need of the presence of committees of the carriers or the clerks. When the bill fails, the pretender complains that it has been the efforts of the committees of clerks or carriers, who have been working for other measures of a similar nature, or have been in some way interfering with his plans, which has kept him from success. It was confidentially and rather boastingly admitted by one of these fellows not long ago that he had made from two to three thousand dollars out of the railway postal clerks in one of these adventures, receiving from fifty to two hundred dollars in a single mail regularly at times, and that he had previously made seven thousand dollars preying similarly upon another class of postal employes.

MEDAL MEN AND RECORD BREAKERS.



IN the summer of 1890 Postmaster General Wanamaker, who had long before that realized the value of emulation in post office work, decided to award twelve gold medals to the clerks of best record in the Railway Mail Service at the close of that year. The clerk in each division to receive a medal was to be the one who had made "the best general record on the largest number of cards representing post offices distributed by routes or by counties, modified by the class of the clerk, the number of separations, the cards per minute cased correctly, the error slip record, and the car work of the clerk." The twelfth medal was to be awarded to the clerk of any class in any division who should correctly distribute during the year, in the shortest time and with the largest number of separations, cards representing the greatest number of post offices; and in this contest special consideration was to be given to the rapidity with which the distribution was accomplished. The examinations were to be conducted according to rules approved by the 1889 convention of division superintendents of the Railway Mail Service and by the General Superintendent; and the committees to make the awards were to be selected by the clerks of the various divisions themselves. The twelfth medal was to be awarded by a committee designated by the General Superintendent. These medals were awarded in due course, and the emulation among the clerks which these, and medals subsequently offered and awarded by the General Superintendent and the Postmaster General incited, had very much to do with the increased efficiency which the records of the Railway Mail Service show.


W.E. SCHUTT 9TH DIV
H.M. ROBINSON 4TH DIV
W.A. MANCHESTER 1ST DIV
MEDAL
RAILWAY
MEN
C.H. FIELD 11TH DIV
C.V. McCHESNEY 5TH DIV
HARDY T. GREGORY 3RD DIV
P.J. McDONNELL 2ND DIV
A.D. DEACON 6TH DIV
JAS L. STICE 7TH DIV
FRANK E. WHITNEY 8TH DIV
ALBERT MILLER 10TH DIV

The clerk to win the Postmaster General's medal in the New England division was W. A. Manchester. He was born in New Bedford in 1855, but he now lives in Taunton. He entered the service in July, 1880, being assigned to the Boston and Hopewell Junction railway post office. In December, 1889, he was transferred to the Boston and Albany line, and the following June promoted to class 4 and $1,150 a year. On the first of May, 1892, he was again promoted to be clerk in charge, to class 5, with a salary of $1,300 a year. Mr. Manchester has had over forty case examinations, none of which fall below ninety-nine per cent. correct, and nearly half of them have been perfect.

In the second division P. J. McDonnell, a clerk of class 4 on the New York and Washington line, won the Postmaster General's 1890 medal. Mr. McDonnell was born in Ireland in 1851. He has earned his own living since he was twelve, and though possessing only common school educational advantages, he early entered commercial life and succeeded in it. He became a railway postal clerk in April, '84, on the Middletown and New York City railway post office. In a month he had been transferred to the New York and Washington line, and by September he had earned his permanent appointment as a clerk of class 2 at a salary of $900 a year. He had made a very creditable case examination and been otherwise favorably reported on. In September, 1885, he was promoted to class 3, at $1,000, having passed the best examination record of all the clerks of his grade and being otherwise commended. These same qualifications led to his promotion in '87 and '92 to classes 4 and 5. To earn the Postmaster General's medal he had to case 99.31 per cent. of 11,743 cards, representing as many post offices.

Hardy T. Gregory, a clerk of class 5, was the winner of the Postmaster General's medal for the third division. He was born in Williamstown, North Carolina, in 1868, and went to school in Greensborough. He was appointed a mailing clerk in the Greensborough post office in 1885, and from that position went into the Railway Mail Service on the Goldsborough and Greensborough railway post office. In May, 1889, he was appointed a clerk of class 3 in the Washington and Charlotte railway post office, and he has since won two promotions; his energy and perseverance have been notable, in his early post office service, as well as in the railway mail. He is only twenty-four, and younger than most of the clerks in charge, but his control of his men is admirable. He won the Postmaster General's medal by handling, at six examinations within the year 1890, 10,755 cards without an error.

H. M. Robinson of Atlanta, was the medal winner of the fourth division. He was born in 1858, has lived in Atlanta since early childhood, in the Government employ since 1877. He was a clerk in the Atlanta post office for two years, and in 1879 was assigned to duty as a railway postal clerk on the two hundred and sixty-seven mile run between Charlotte and Atlanta. Along with his promotion to be clerk in charge has come a wonderful development of postal facilities along this line. He is now chief clerk at Atlanta, and has under his supervision thirty-one lines of railroad in the states of Georgia and Alabama which cover 3,222 miles. Mr. Robinson was obliged to obtain a record of 99.98 per cent. of 10,089 cards handled (being 34 cards a minute) to win the Postmaster General's medal away from the four hundred clerks of the fourth division. At the seventeenth annual convention of the R. M. S. Mutual Benefit Association, which met at Alexandria Bay, N. Y., in 1891, Mr. Robinson was unanimously

elected president. He is a prominent Knight Templar, and recorder of Yarrab Temple, Ancient Arabic Order of the Nobles of the Mystic Shrine.

In the fifth division Charles Vallandingham McChesney won the Postmaster General's medal by contributing 10,367 cards with a percentage of 93.93 correct. This very clever man was born at Hamersville, O., in September, 1865. He loved school, graduated from the Lebanon Normal School at twenty, and afterwards taught at Hamersville and in Clermont County. He was appointed a railway postal clerk at $800 in May, 1886, and received his permanent appointment in November of the same year at $1,000 a year. He was promoted to be a fourth class clerk in October, 1887, at $1,150, and shortly afterwards was put in charge of car and crew at $1,300. Mr. McChesney is five feet ten, weighs one hundred and thirty-three pounds, and has never been sick in his life. He was married in 1884 and is very fond of his little family of two.

The medal winner in the sixth division was A. D. Deacon, a clerk of class 3, running between Cedar Rapids, Ia., and Watertown, S. D. His home is Cedar Rapids. Mr. Deacon was born in 1856, in Ulster, Ire. He emigrated to America at sixteen and settled near Grand Rapids, where he worked on a farm for four years, going to the district school as he could in the winter months. He kept on studying. He attended the high school at Cedar Rapids for eighteen months, the Iowa State Normal School for a year, and the State University at Iowa City for two years. He taught school for about five years at different intervals during this time to obtain the money necessary to enable him to keep at his books. But his studies impaired his health. His failing strength and his lack of means caused him to leave the University. He secured a place with the American Express Co., which he held for nearly three years and then resigned to be appointed in the Railway Mail Service in July, 1884. His first assignment was to transfer duty at Cedar Rapids. In December, 1884, he was transferred to the Albert Lea and Burlington railway post office, promoted to class 2 in January, 1885, and in class 3 in August of the same year; was transferred to the Burlington and Council Bluffs railway post office, in August, 1887, and promoted to class 4 in September of the same year; and re-transferred to the Albert Lea and Burlington railway post office, and reduced to class 3 at his own request in October, 1887, and to the Cedar Rapids and Watertown railway post office in November, 1889, where he is now in charge of a car.

James L. Stice was the winner of Postmaster General Wanamaker's medal in the seventh division. He was born at Alexandria in December, 1861, and moved to Oswego, Kan., in 1873; graduated from the high school there, and learned the printer's trade but gave it up on account of ill health. He was a clerk in the Oswego post office for three years; but he resigned to become deputy county treasurer. After that he was employed by the Kansas and Texas Coal Co., becoming finally general book-keeper in the central office. But this was too confining, and he secured a place in the Railway Mail Service in July, 1884. Mr. Stice was first in charge on the St. Louis and Halstead railway post office, which was wrecked near Sullivan, Mo., in the latter part of May, 1889, and he was injured so that he could do nothing for thirty days; but soon after he resumed his regular duties, he was caught in another wreck. He was clerk in charge of the St. Louis and Burrton railway post office, which collided with a stock train at Brush Creek, Mo., late in June, 1892. The postal car was completely destroyed, and Mr. Stice was severely jammed in the left shoulder. It

took him two or three months to recover from this accident. In the contest for the Postmaster General's medal the record of Mr. Stice shows 825 separations, 17,603 cards handled, 17,589 correct, fourteen errors, time, ten hours eighteen minutes, general average per cent. correct 99.92, 28.47 cards per minute, 282 errors in distribution and 7,489 checked against others. In this division August Kraft, W. B. Webb, G. F. Bliss, M. T. Gillock and W. E. Harvey, other clerks, were recommended for favorable mention.

Frank E. Whitney, a clerk on the Ogden and San Francisco line, won the Postmaster General's medal in the eighth division. He is thirty-one years old, a Hudson, Mich., boy. He was appointed to the Deer Lodge and Ogden railway post office, as a clerk of class 1 at $800 in November, 1882. The next year in May he was promoted and permanently appointed to class 3 at $1,000. Mr. Whitney applied before long for a transfer to the Ogden and San Francisco, where he thought there would be a better chance for promotion, and he was transferred in April, 1885, at a lower salary. But within a month he was promoted to class 4 at $1,150 a year, and in six months he had been promoted again to class 5 at $1,300 a year. The division superintendent at San Francisco, Mr. Flint, writes of Mr. Whitney that he is a most unassuming man, and would sooner take upon himself the blame for any irregularity in his run than have it put upon another. While apparently diffident, he is a great student, and his sole ambition is to excel. He tries to impress upon his clerks that it is an easy matter for them to keep posted at all times by reviewing at least once or twice during their lay-offs the cards of the states which they have to work.

The Postmaster General's medal for the ninth division was won by W. E. Schutt, a clerk of class 5 in the New York and Chicago railway post office. He made a record of 99.93 per cent. on 10,396 offices during the year. Mr. Schutt was born in 1857 of German parents at Avilla, Ind., and was first appointed to the Railway Mail Service in November, 1879. He was permanently appointed as a clerk of class 2 at $900 a year in May, 1880. In February, 1882, he was promoted to class 4 and in March, 1886, to class 5. In April, 1891, he resigned his post and was appointed superintendent of mails at Cleveland at an annual salary of $1,800.

The medal winner in the tenth division was Albert Miller of La Crosse, Wis. He was born in Owego, Tioga County, N. Y., in 1856. At the age of three he was taken by his sister to Rockford, Ill., and four years later the family moved to La Crosse. Mr. Miller went to the common schools, the La Crosse Valley Seminary, and the West Salem high school, and taught from the age of sixteen until April, 1886, when he resigned the principalship of the Bangor, Wisconsin, schools to go into the Railway Mail Service. He had been appointed to the Chicago and Minneapolis railway post office in April. He was permanently appointed and promoted in class 2 in October of the same year. Another year he rose to class 3, and in June, 1889, he had been promoted to class 4. Mr. Miller has learned the distribution of twelve different states so well since his probationary period is over, that he has a record of between ninety-nine and one hundred per cent. correct for all of the thirty examinations which he has passed. His present line is the heaviest in the tenth division, and his record for fidelity as well as exactness is excellent. Mr. Miller was married in 1889, and his family live in La Crosse.

Curtis H. Field, the postal clerk to win the gold medal in the eleventh division, was born in Denver in 1866. After going to school in his native city young Field moved to Leadville at sixteen when the mining excitement was at its height. After two years, however, he returned to Denver and applied for a position as letter carrier. He proved to be one of the most efficient men in the service, and was before long promoted to be distributing clerk, and then head clerk for the distribution of paper mail. In March, 1888, he was appointed a probationary clerk in the Railway Mail Service on the Kansas City and Pueblo railway post office. He was soon after permanently appointed and transferred to the Denver and Fort Worth, where he still is. In the competition for the Postmaster General's medal, Mr. Field correctly cased 6,607 out of 6,608 cards, at the rate of 19.78 per minute. He is married to a daughter of Judge J. L. Berry of Atchison, Kan., and his marriage has been most happy.

The general gold medal, open to competition by the entire Railway Mail Service, was won by C. H. Oler, a clerk of class 4 in the ninth division running on the New York and Chicago railway post office. Mr. Oler was born at Economy, in Wayne County, Ind., in 1863. He was appointed to the Railway Mail Service in September, 1889, as a clerk of class 1. His permanent appointment as a clerk of class 2 was dated March 13, 1890. In June of that year he was promoted to class 3, and in two weeks he was again promoted. In March, 1891, upon the organization of the sea post office service upon the German lines of steamers, Mr. Oler was appointed a clerk, and he was a most efficient member of this corps until a few months ago, when he became a clerk again on the New York and Chicago railway post office.



MR. J. F. PHELPS,
Winner of the General Superintendent's Medal.

The announcement was made by General Superintendent White last March that J. F. Phelps, a clerk of class 5, on the Sedalia and Denison, had won the General Superintendent's medal by distributing correctly 99.96 per cent. of 32,195 cards, and by handling them at the rate of twenty-eight cards per minute. Captain White said:

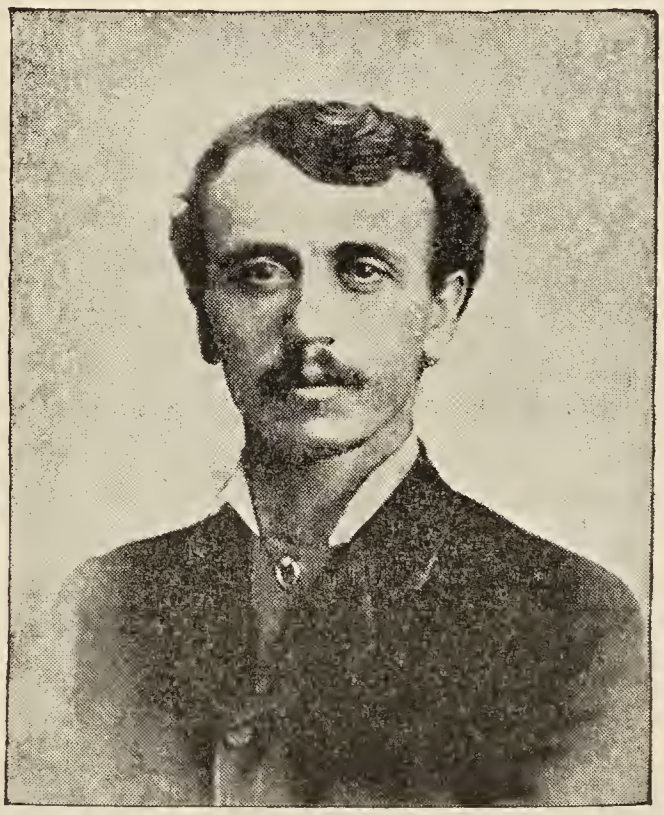
"This is a magnificent record — the best ever made, and demonstrates that any clerk having a fair memory, being industrious and determined, can master any distribution that may be required of him. In this instance Mr. Phelps learned the distribution of a large number of states which he is not required to work when on regular duty."

It was added that the clerks named below, having entered the contest and remained in it till its close, were entitled to the highest commendation:

Div.	Name.	Class.	Route.	Cards handled.	Per cent. correct.	Cards per min.
1st .	E. F. Upham . . .	3	Boston & Albany . .	7,222	99.83	28
1st .	W. A. Manchester .	4	Boston & Albany . .	7,203	99.83	40
2d .	G. P. Keck	2	New York & Pitts. .	7,788	97.86	19
2d .	W. A. Van Brocklin	3	Buff. & Bradford . .	6,886	99.08	24
3d .	J. F. Gamble . . .	3	Wash. & Charlotte .	9,188	98.44	11
4th .	W. L. M. Austin . .	4	Char. & Atlanta . .	5,582	99.92	27
4th .	T. P. Miller . . .	4	Char. & Atlanta . .	5,043	99.96	32
5th .	J. C. Edgerton . .	4	Grafton & Cin. . . .	10,913	99.60	17
5th .	L. O. Claprood . .	3	Pittsburgh & Chic. .	10,134	99.16	18
6th .	W. H. Riddell . . .	3	Chic. & Cedar R. . .	5,767	99.82	22
6th .	P. L. Donegan . .	3	Albert Lea & Burl. .	5,727	99.63	17
7th .	J. C. Talliaferro . .	4	St. Louis & Burrton .	22,141	99.96	18
8th .	A. R. Wilson . . .	3	Alb. & Los Angeles .	2,137	99.76	30
9th .	W. W. Allen, Jr. . .	2	New York & Chic. .	11,107	99.39	20
9th .	C. H. Buttenbender .	4	New York & Chic. .	10,365	99.71	19
10th .	M. Collins	4	Chic. & Minneapolis .	13,927	99.78	22
10th .	M. J. Woulfe . . .	5	Minneapolis & C. B. .	13,075	99.77	27
11th .	(Not competing).					

Mr. Phelps was first appointed a substitute railway postal clerk in January, 1888. He worked in this capacity until March, 1889, when he was permanently appointed to the Kansas City and Osceola railway post office. In July of the same year he was transferred to the Sedalia and Denison, where he began as helper and gradually worked up to distributor. He was promoted in '90 and '92 to classes 4 and 5. Mr. Phelps was born in Bath, Ill., and his occupation before entering the Railway Mail Service had been that of farmer.

Elijah E. Fraser, head clerk on the Detroit and Chicago night line, is accorded by many the distinction of being the fastest and most accurate clerk in the Railway Mail Service. He was born at Ogdensburg, N. Y., in 1841. He enlisted



MR. ELIJAH E. FRASER,
Detroit and Chicago Railway Post Office.

in the army at nineteen and served for over two years as a musician and for over two as a private soldier. Afterwards he went into the harness business in Michigan. But this was not congenial and he soon secured work as a letter carrier in Detroit. In five years he had been advanced to the post of superintendent of carriers. But he soon resigned this place to accept an appointment to the Railway Mail Service. Mr. Fraser is noted for his energy and persistence and for his unassuming manners, and he is a great favorite with his fellows. The following are some of Mr. Fraser's best throws on case examinations:

ILLINOIS.

Cards handled	2,444
Number of separations made	211
Cards thrown correct	2,439
Cards not known	1
Cards thrown wrong	4
Percentage correct	99.49
Time: 1 hour, 9 minutes.	
Cards handled per minute	35.42

WISCONSIN.

Cards handled	1,726
Number of separations made	138
Cards thrown correct	1,723
Cards thrown wrong	3
Percentage correct	99.88
Time: 37 minutes,	
Cards handled per minute	46.6

MICHIGAN.

Cards handled	1,944
Number of separations made	162
Cards thrown correct	1,941
Cards thrown wrong	3
Percentage correct	99.84
Time: 36 minutes,	
Cards handled per minute	51.54

IOWA.

Cards handled	1,802
Number of separations made	204
Cards thrown correct	1,792
Cards thrown wrong	10
Percentage correct	99.44
Time: 35 minutes.	
Cards handled per minute	51.5

The clerks in the post offices, though somewhat lacking the stimulus which the railway postal clerks have enjoyed, have been sufficiently emulated, nevertheless, to score some wonderful records. In the New York post office Frank C. Roehrig has the best record and a perfect one, one hundred per cent., for casing letters. He was born in New York City, and is not yet twenty-six years old. He was educated in Grammar School No. 14, in East 27th Street, and graduated from there in 1883. He entered the postal service in December of that year as a substitute clerk in the city department of the New York post office, and served as such until January, 1884, when he was appointed a regular clerk in the letter distribution department.

In the Philadelphia post office William E. Talley holds the record. He was born in September, 1863, in the Quaker city; was appointed stamper in the mailing division in June, 1885; was promoted to be letter distributor in August, 1886; resigned from the service in December, 1886; was reappointed as a substitute clerk in March, 1890; was appointed a regular clerk in March, 1890; was promoted to be a distributor on the Pennsylvania letter case in October, 1890, and was again promoted on the same case in September, 1891. His record on case examination is:

Date.	Scheme.	No. of cards.	Per cent.
Oct., 1890	First Half Pennsylvania	1,546	100
March, 1891	Second Half Pennsylvania	1,449	100
April, 1891	Second examination on Second Half Pennsylvania Scheme	1,459	100

Time in distribution,— twenty-four cards to the minute. Error record, as shown by error slips returned by Superintendent, Railway Mail Service, second division, for year ending June 30, 1892 — twenty-four errors.

The record breaker in the Baltimore post office is Samuel Whiteside, a clerk in the mailing division. He is forty-eight years old and first entered the postal service in May, 1878, and he held the position of clerk until July, 1886, when he left the service, but he was reinstated in June, 1890. His record in his last examination: Regularity and promptness in attendance, one hundred; ability, eighty; application and industry, eighty; habits, one hundred; adaptability, eighty-five; health, one hundred. At case examination for the past year he filed 6,595 cards with an average of 91.94 per cent.

Joseph S. Mettee, foreman of a crew in the city division of the Baltimore office, is another record man. He is fifty-two. He entered the service in May, 1869, and held the position of clerk and foreman until December, 1886, when he left the service. He did not reënter until March, 1890. He also was a soldier in the Union Army during the Rebellion, and he served with great credit for three years. He is universally liked by his superintendent and fellow clerks. His official record is as follows: Regularity and promptness in attendance, one hundred; ability, eighty-five; application and industry, eighty-five; habits, one hundred; adaptability, ninety; health, ninety. He filed 1,000 cards in sixty-five minutes, and the per cent. correct was 91.80.

The most notably efficient clerk in the Washington office is Samuel W. Denny. He was examined for a clerkship in February, 1890, passing fourteenth on the list, with eighty-six per cent. to his credit, and was appointed in the delivery division in May, 1890. Mr. Denny is in his twenty-second year. He was born in Wilmington, Del. He attended the public schools of his native place until January, 1888, when he removed to Washington, and finished his schooling in 1890, as a member of the business class of the Washington high school. His examination was a regular distribution of mails, both letters and cards, as received for delivery through the various branches of the office. This was a perfect test, as all kinds of first class matter, addressed in over 1,000 different handwritings, were distributed with only two errors in 1,110 pieces of mail handled, and one of them was for a firm which for years had held a box in the office and had only relinquished it a month before. This letter was sent to the box division.

Another record man in the Washington office is Frederick Sillers, a clerk in the mailing division. He went through the Washington high school, was a clerk in an attorney's office, learned the printing business, and became a clerk in the Washington post office, from the civil service list, with an average of ninety, in December, 1889. In three case examinations he has handled 6,766 cards, throwing 6,745 correctly, which is a fraction over thirty-five cards a minute, and an average of 99.56 per cent.; and his error record of mail distributing will compare favorably with this. Not long ago in a review of one examination he made 150 separations of 1,320 cards, throwing 1,319 correctly in twenty-nine minutes, or at the rate of forty-five per minute.

The record clerk in the Atlanta office is Elijah H. Bass, a colored man, whose average for the last year was 99.51. General Lewis speaks of him in the highest terms. Mr. Bass was first appointed to the Atlanta office in October, 1881, as a paper mailing clerk at $400 a year. His pay was soon raised to $500. He next


SAMUEL WHITESIDE.
FRANK C. ROCKRIG.
H.H. RICHARDS.
W.F. KELLY.
R.W. MADDEN.
CHAUNCEY T. DAVIS
WM E. TALLEY.
JOHN FOY.
JOSEPH S. MATTEE
C.C VAN LEER.
GEO M. COON
GEO J. SCHMIDT.
FREDERICK SILLERS.
VERNON G. PACKARD.
LOUIS J. BROWN.
RASMUS J. PETERSON.
SAMUEL W. DENNEY.
RECORD BREAKING CLERKS.

served under Acting Postmaster B. H. Camp, as letter clerk, at $850 a year. Under Postmaster Walsh his pay was reduced to $800 a year, and it remained there under Postmaster Renfroe. General Lewis promoted him to $900 the first year of his incumbency, and his pay is now $1,000. Mr. Bass was born in Oxford, Ga., in 1859.

The record clerk in the Nashville office is Charles C. Van Leer, though several others press him close. A statement of recent case examinations of the three clerks in the Nashville office making the best examinations, showing the total number of cards handled in nine examinations, the number of errors made, and the percentage correct, is as follows:

Name.	Number cards.	Number correct.	Number errors.	Per cent. correct.
C. C. Van Leer	9,681	12,027	49	99.62
W. O'Callaghan	12,126	9,645	36	99.59
A. Duling	9,201	9,140	61	99.33

In the more recent case examinations the record was as follows:

C. C. Van Leer, Mississippi scheme . . . . . 100 per cent.
John Halbach, Alabama scheme . . . . . 97.15 per cent.
Wm. O'Callaghan, Tennessee scheme . . . . . 99.31 per cent.
A. Duling, Tennessee scheme . . . . . 99.93 per cent.
Thomas Brown, Tennessee scheme . . . . . 97.38 per cent.
P. R. Bailey, Tennessee scheme . . . . . 96.96 per cent.
J. H. Patton, Tennessee . . . . . 95.73 per cent.
The average per cent. was 98.46.

Mr. Van Leer was born in Nashville and educated in its public schools. He has been in the post office for five years, is a sober, industrious, studious fellow, attending sharply to his duties and taking a bright-minded interest in postal affairs in general.

The two record breakers in the Cincinnati office are H. H. Richards and John Foy, letter distributors. Mr. Richards was appointed a clerk in the mailing division in July, 1891, and he has been promoted through the various grades to the position of foreman of distributors, a post which he now holds. In examinations on distribution he holds the highest record in his division. His percentage is 99.74. Mr. Foy was appointed in July, 1886. He has the distinction of being the most rapid letter distributor in the Cincinnati office. He is twenty-two years old and a model fellow.

Louis J. Brown holds the best record for casing letters in the Buffalo post office. He is but twenty-five and only entered the service in October, 1890. During the past year he "put up" 7,057 cards, making nineteen errors, or a percentage of 99.73. Postmaster Gentsch speaks very highly of Mr. Brown.

In the delivery division of the Minneapolis office Vernon G. Packard excels, and in the mailing division Rasmus J. Peterson, though in both divisions others press them hard. Mr. Packard was born near Adrian, Mich., in 1863, and entered the postal service at Minneapolis in December, 1889. He spent his boyhood on a farm and attended school during the winter months only. He went to Minneapolis in 1881, attended the high school, and afterwards taught country schools. He took the civil service examination in February, 1889, standing seventh in a

class of nineteen competitors, by securing an average marking of eighty-five per cent., and he was appointed a clerk in December, 1889. Mr. Peterson was born in January, 1855, in Denmark. He emigrated with his parents to America in 1865, settling on a farm in Brown County, Wisconsin. He attended country school during the winter months of his boyhood, though he enjoyed a year's tuition at Ausburg Seminary in Minneapolis. He was employed in the freight depot of the Chicago, Milwaukee & St. Paul Railway Company for three years; took the civil service examination in February, 1889, standing tenth in a class of nineteen by securing an average of eighty per cent., and was employed as clerk in December, 1889.

In the St. Louis post office George J. Schmidt stands at the head of the mailing division, and Chauncey T. Davis at the head of the city delivery. Mr. Davis entered the St. Louis office in the city distribution in June, 1882. His record for regularity and promptness of attendance is one hundred per cent.; for ability, one hundred; for application and industry, one hundred; for habits, one hundred; and for adaptability, one hundred; and the result of his latest case examination is as follows:

Nature of Examination.	Total Number cards handled.	Total Number correct.	Total Number wrong	Per cent. correct.	Time.
Inside distribution . . .	3,698	3,653	45	98.78	2h. 40m.
Outside distribution . . .	3,698	3,636	62	98.32	4h.
Special firms	533	531	2	99.62	27m.
Station separation	2,228	2,214	14	99.37	30m.
Reading test	100	100		100.00	6m.

Mr. Schmidt was born in St. Louis in 1863, and has lived there ever since. He went to the public schools, but at the age of thirteen was obliged to begin to work for a living. In July, 1882, he entered the postal service. His office record is, for regularity and promptness of attendance, one hundred per cent.; for ability, one hundred; for application and industry, one hundred; for habits, one hundred; and for adaptability, one hundred. The result of his case examination was as follows:

State.	Total number cards handled.	Total number correct.	Total number wrong.	Per cent. correct.	Time.
Indiana . . .	2,066	2,047	19	99.08	2h. 16m.
Ohio	3,148	3,006	142	95.49	4h. 16m.
Illinois . . .	2,438	2,433	5	99.80	1h. 55m.
Illinois . . .	2,462	2,460	2	99.92	1h. 22m.

There are three notable men in the San Franciso post office. They are all record breakers. One is George M. Coon of the letter mailing division. He was born at Greenfield, Mich., in November, 1858; received the usual country school education, and had the further privilege of a course at the State Normal School at Ypsilanti, which fitted him for the vocation of school teaching; followed that profession for two years, and then entered the University of Michigan to take up the study of civil engineering. In the employ of the Wheeling & Lake Erie

R. R. Co., and in the service of the United States Topographical Survey on the Mississippi and as principal of a school at Springswell, Mich., Mr. Coon displayed his diversified talents and acquired a useful fund of experience. In 1885 he went to San Francisco and entered the postal service in 1887, being appointed from the civil service list. He quickly learned the routine of the post office, and being peculiarly fitted for this work (possessing a retentive memory, good eyesight, and a remarkable quickness of action, and being endowed with a strong constitution), he soon took the lead among his fellows, and though pressed closely by some of them, he has always maintained his reputation as the best all around clerk in the mailing division of the San Francisco office. Mr. Coon on one occasion succeeded in routing one hundred and twelve mixed letters per minute, making twelve separations, and in ordinary course of mail (making ninety separations) he cases an average of fifty letters per minute.

William F. Kelly, a clerk in the newspaper division, is considered to be without an equal as a newspaper distributor on the whole Pacific Coast. The marvellous accuracy and speed in his own particular work, which he has acquired during his five years' connection with the post office, is due as much to his natural ability as to his industry and desire to excel. Making eighty-three separations, and distributing well wrapped and clearly addressed papers, faced and piled, he has "worked up" in one hour twelve No. 1 tie-sacks of these containing four hundred copies each. Mr. Kelly is a native of Rhode Island. He went to California with his parents in 1867, when only two years old. He attended the public schools, and afterwards learned the machinist's trade, being employed in the Union Iron Works. In 1887 he passed the civil service examination and was appointed to his present position, a most responsible one, as a large portion of the San Francisco daily morning newspapers are distributed by him. They had a case examination in the San Francisco office last summer. A fine record had been made by one of the clerks, who cased 1,395 out of 1,397 cards in twenty-eight minutes. Mr. Kelly threw off his coat and cased 1,418 cards out of 1,418 in twenty-five and one half minutes! This remarkable man has distributed one hundred bulky newspapers per minute for an hour, and a dozen of his friends are willing to back him against anybody in the service.

R. W. Madden, distributor of city mails on the Ogden and Oakland line, and another San Francisco record breaker, was born in Oquawka, Henderson County, Ill., in January, 1866. He went to California in 1873, and was educated in the schools of Watsonville. 1885 found him in San Francisco. He passed the civil service examination in July, 1887, was appointed to the city department in September, 1887, was four months on the stamp block, and was promoted to the case. When the fast mail was inaugurated in November, 1889, between New York and San Francisco, Mr. Madden was sent out to make the pioneer trip. He was snowbound eleven days during the great blockade of January, 1890. During regular distribution on trains Mr. Madden has been timed as high as fifty letters per minute. The work of city distribution necessitates an almost perfect knowledge of city, prominent men, firms, box-holders, etc., but Mr. Madden has it.

The *R. M. S. Bugle* printed in May of last year an account of one of Mr. Coon's phenomenal card throws. He had thrown 1,397 cards with two errors in twenty-eight minutes. But Mr. Fraser, of the Detroit and Chicago, soon after threw Michigan by general scheme — 1,944 cards, 162 separations — with five errors in thirty-eight minutes, at the chief clerk's office in Detroit. Some of his fellow

clerks seemed to question the record, and the day following Mr. Fraser, in the presence of eight clerks, lowered the previous record by one minute and thirty-seven seconds. Chief Clerk Gilbert timed Mr. Fraser with a stop-watch. Following is the comparative record of the throws of Mr. Coon and Mr. Fraser:

GEO. M. COON, SAN FRANCISCO POST OFFICE.

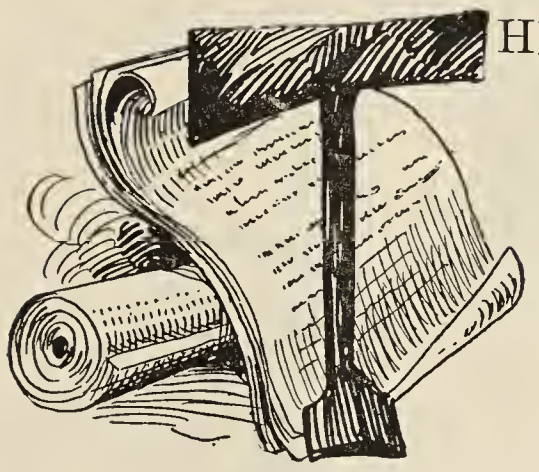
Whole number of cards	1,397
Whole number of errors	2
Time, 28 minutes.	
Average per second	.83
Average per minute	49.8

E. FRASER, DETROIT & CHICAGO RAILWAY POST OFFICE.

Whole number of cards	1,944
Whole number of errors	3
Time, 36 minutes, 23½ seconds.	
Average per second	.89
Average per minute	53.4



WHERE POSTAL LAWS ARE MADE.



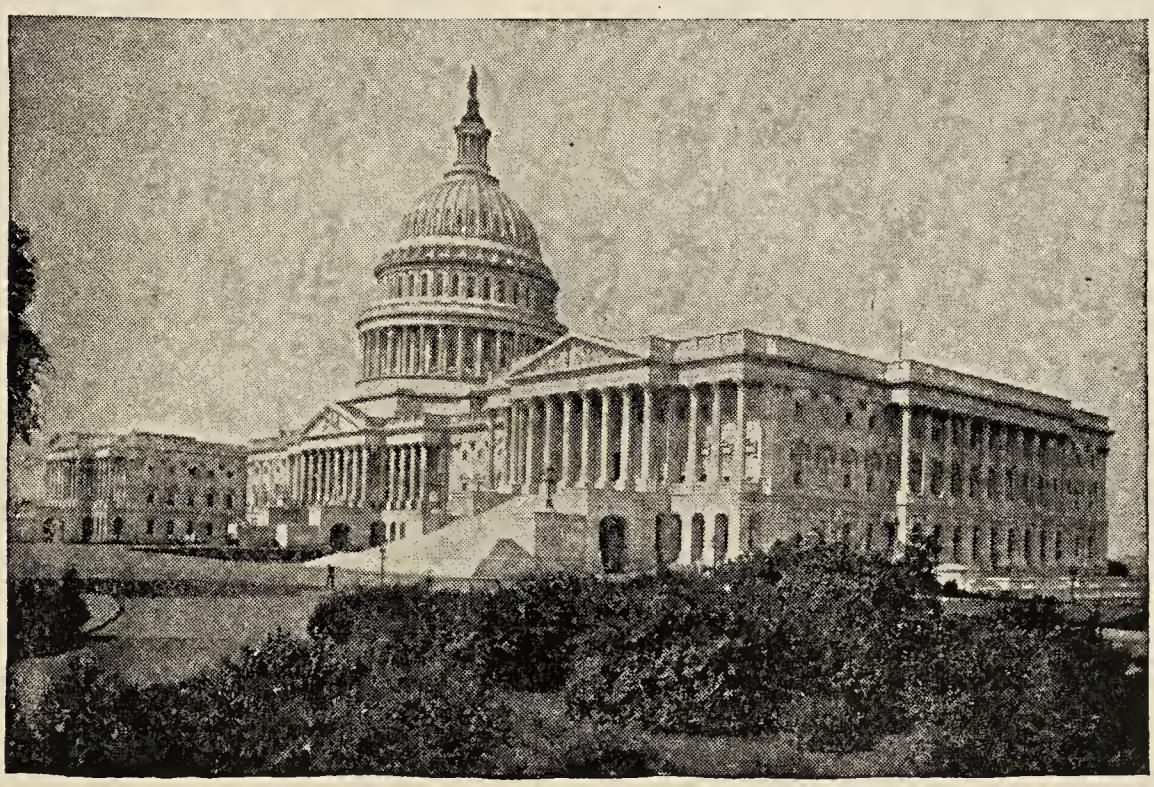
THE complicated, vast machinery of the Post Office Department, and the statutes and regulations by which it is controlled, all derive their origin from the Constitutional grant of power to Congress "to establish post offices and post roads." This power, which is the establishment of postal facilities by designating particular places and buildings for post offices and selecting routes for the transportation of the mails, belongs exclusively to Congress. Exclusiveness of authority over the system is absolutely necessary to insure the regularity and harmony of action which, under the administration of the postal system by the National Government, has produced the wonderful results with which all are familiar. The designation of particular roads as post roads, the power to construct them, or to acquire them by leasing or otherwise by contract, is incidental to the general authority conferred on Congress. That body has full power to enact all legislation necessary for establishing post offices and post roads wherever they may be needed for the postal service.

Congress is not confined, however, in the exercise of this power to the acquisition by purchase or contract of the property and facilities necessary to the postal service. These facilities cannot be withheld by the obstinacy of a private person,— nor, indeed, can any authority prevent the acquisition by the Government of the means and instruments by which alone its functions can be performed. The Federal Government is as sovereign within its sphere as the states are within theirs. Its sphere, indeed, is limited, and certain subjects only are committed to it; but its power over these subjects is as full and complete as that of any other sovereignty. Hence the right of eminent domain exists in the Federal Government for the


HON. NATHAN F. DIXON.
HON. JOHN L. M. IRBY.
HON WM D WASHBURN.
HON. JOHN H. MITCHELL.
HON. JAMES McMILLAN.
HON. PHILETUS SAWYER
HON. HORACE CHILTON.
HON. RUFUS BLODGETT.
HON EDW O WOLCOTT.
HON. ALFRED H. COLQUITT.
HON. CALVIN S. BRICE.
The SENATE
POST OFFICE
COMMITTEE.

purpose of acquiring means and facilities for establishing a postal system, and may be exercised as may be appropriate and proper to that end. It has been exercised for the purpose of condemning land for post office sites, and under the same principle it undoubtedly may be exercised to condemn land for the purposes of post roads; and this as well within the limits of the states, as upon the soil of the territories.

The function of the Postmaster General is purely executive. He has simply to carry out the laws passed by Congress for the regulation of the postal service. Within those laws, and within the precedents and regulations which have grown up under them, he may

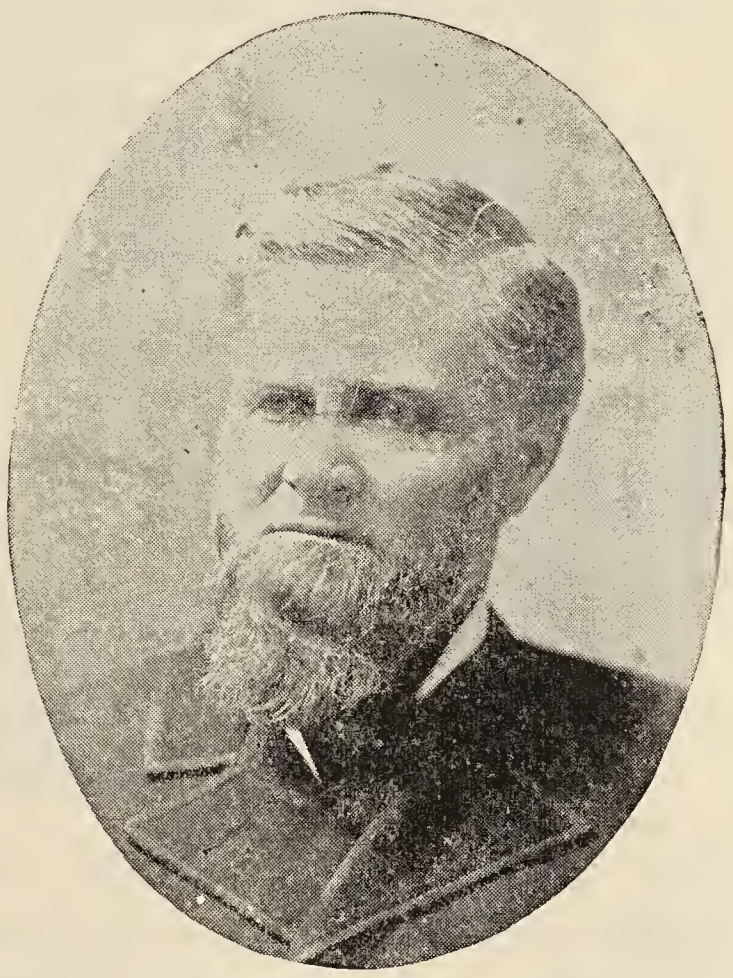


A VIEW OF THE CAPITOL FROM THE NORTHEAST.

exercise the whole of his energy and originality in making the operations of the Department as effective as possible; and while it is true that the Department would easily operate itself (and some are disposed merely to permit it to do that), most Postmasters General soon discover that they are hampered by a great many legislative restrictions which they would like to brush away or by a lack of legislative permission which they would like to secure. Those things they find it impossible to do; and it is right that it should be impossible,— in the smaller restrictions which regulate the details of the service. It is right because, while considerations of politics or of particular public policies or personal considerations have prevented and do prevent wise and necessary legislation oftentimes, it


JOHN C. KYLE
MISSISSIPPI
JOHN M. PATTISON
OHIO
EDWARD J. DUNPHY
NEW YORK
JOHN A. CALDWELL
OHIO
JAMES H. BLOUNT
GEORGIA
E. V. BROOKSHIRE
INDIANA
JOHN D. ALDERSON
WEST VIRGINIA
J. S. HENDERSON
NORTH CAROLINA
JOHN C. CROSSER
WISCONSIN
E. F. LOUD
CALIFORNIA
WALTER I. HAYES
IOWA
J. L. WILSON
WASHINGTON
JOHN T. CAREW
NEW YORK
A. J. HOPKINS
ILLINOIS
C. A. BERGEN
NEW JERSEY
House Post Office Committee

is also important that the various purposes of the Departments of the Government be kept faithfully in mind. It is best to hasten slowly; for a single act of Congress which affects the conduct of the Post Office Department, or of any department, for that matter, in a broad way, or even in a small way, becomes historical. Thousands of bills — twenty thousand in an average first session of Congress — are introduced. A few hundreds find their way through the various committees; only a score perhaps are enacted. So is it especially of the postal service, which, though it is the great business department of the Government, the Department which actually and directly affects all the millions in the whole country, receives scant attention.

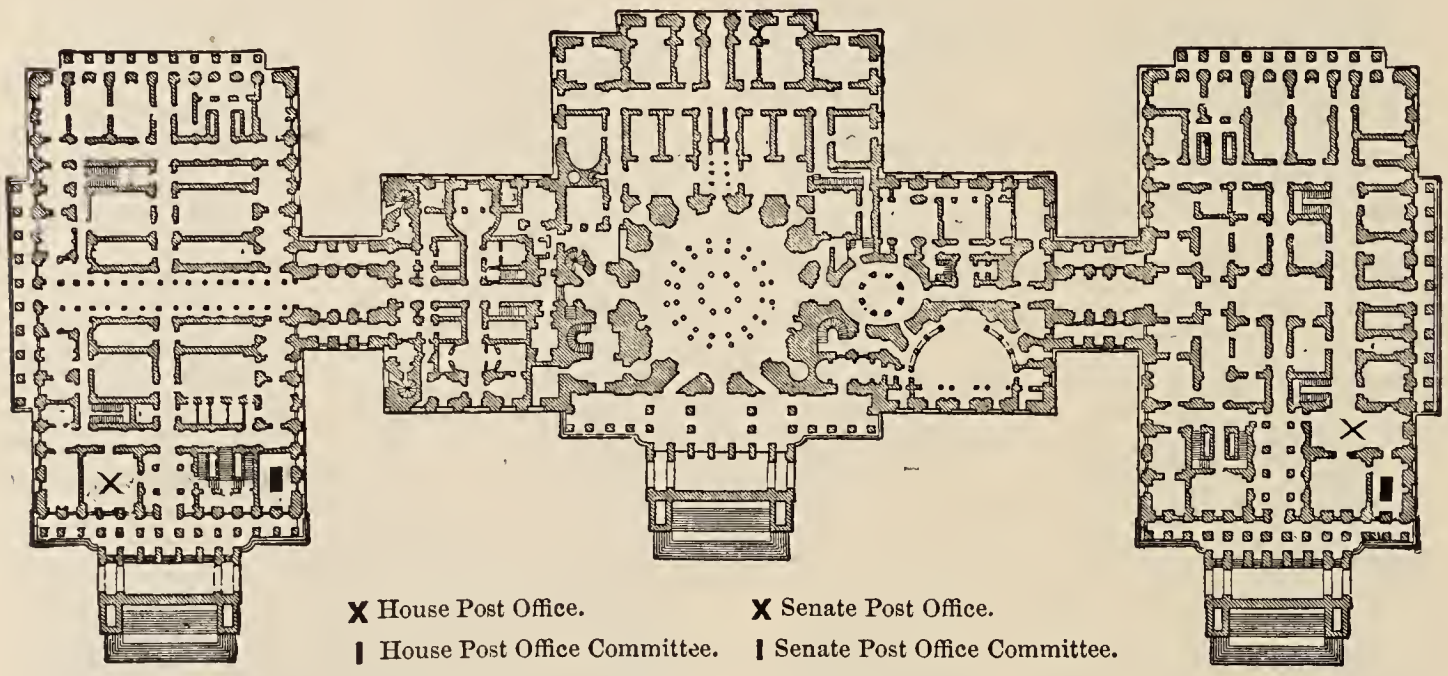


MAJOR W. T. ELLSWORTH.
Clerk, Senate Post Office Committee.

This is nobody's fault — except it is the fault of everybody. The House and Senate are too busy with other affairs of less importance. Attention cannot often enough be secured for legislation which has been prepared by committees. But the trouble chiefly lies in the apathy of the people themselves who use the mails, and who very seldom understand that the Post Office Department is thoroughly a productive consumer of the people's money. It expends annually, to be sure, $80,000,000. But it earns this money back; and if it could be credited with the amount of free work for the other executive departments which it performs, its balance sheet would show a surplus earning of millions. Persons who think about the matter say that it is not expected that the money expended on the Post Office Department should come back dollar for dollar. That, however, is the expectation of a steady majority of the people — if they expect anything at all about it; for hardly ever does any other policy seem to hold sway in either branch of Congress. The Com-

mittees of Ways and Means, Appropriations, Naval Affairs, Foreign Affairs, etc., are considered of the first importance. Post Office Committees, unhappily, are not so regarded, and however hard and heartily the members of the Post Office Committees may work they know that public sentiment is not back of them demanding the attention of the Senate and the House. Few members of either branch seek places on the Post Office Committees. It means hard work and small attention. When postal legislation is enacted, it is all the more to the honor of those who do it.

In England, as is well known, the members of the Cabinet go into the halls of Parliament and advocate their measures. Many



BASEMENT PLAN OF THE CAPITAL.

have believed that such a plan would be of advantage here. The Cabinet officer, supposed to be familiar with his department, is also supposed to be better aware of its needs; at least, he is expected to be so, when called upon for information or advice. The Cabinet officer may go before committees only when invited. Cabinet officers have been known to have themselves invited to appear, but there is danger, no matter how punctilious they may be in these things, that they may be accused of lobbying. A member of the Cabinet is almost forbidden to make friends among the Members of Congress, because this very enjoyable and innocent diversion is some times distorted into terrible accounts of "using patronage to secure legislation." The laws, and especially the postal laws, have to grow out of the efforts of senators and representatives themselves.

The Senate Committee occupies the room in the northeast corner of the Senate wing of the Capitol, on the first floor, or basement. It is not so large, nor so light and airy, as the more important committees, so-called, enjoy; but it is comfortable. There are book-cases, and a broad table around which the members sit, and file cases, and a good desk, which are under the care of Major William T. Ellsworth, a faithful friend of Senator Sawyer and the clerk of the committee. The position of the House Committee is similar. Their room is numbered 14. It is on the northeast corner of the



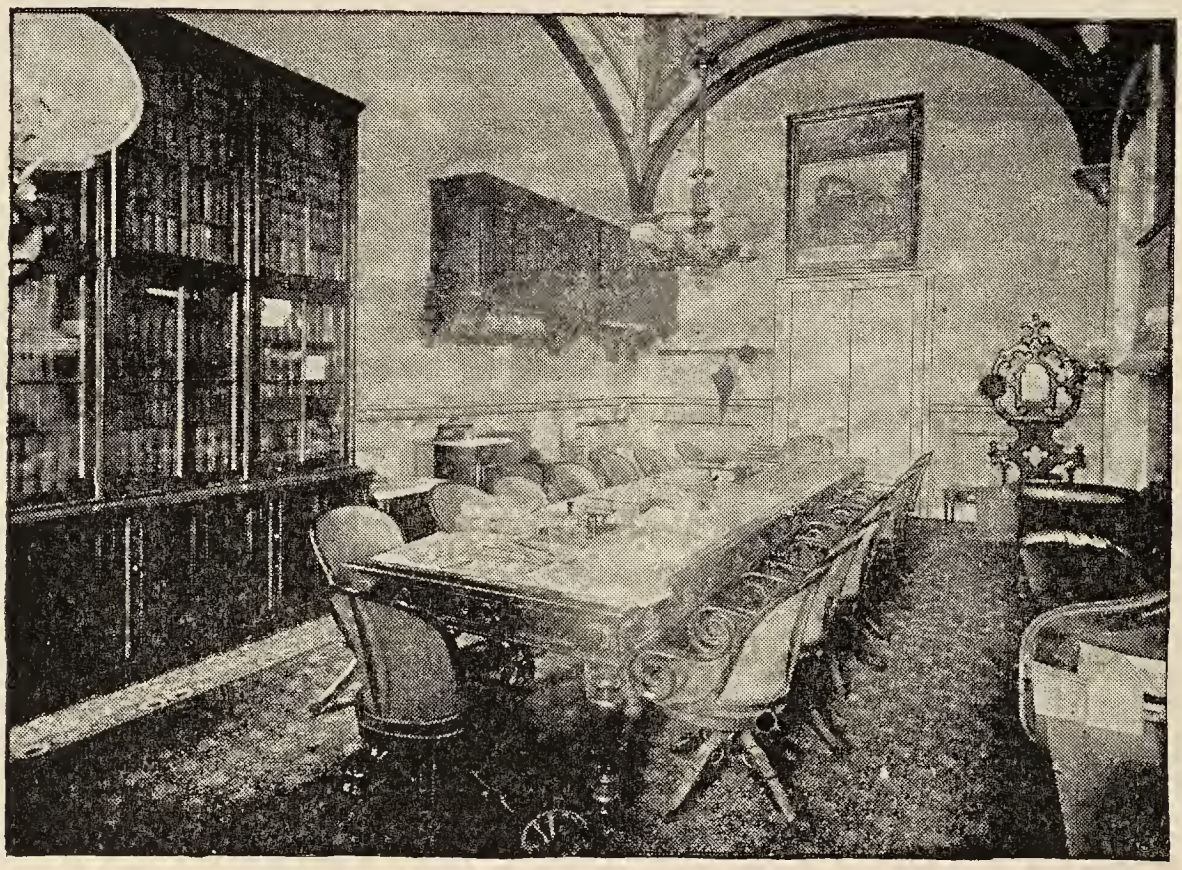
THE SENATE POST OFFICE COMMITTEE ROOM.

first floor. It is furnished much like the other. Mr. R. A. Crowell is in charge of the records of the committee.

Each committee is divided into sub-committees, to which are referred the various bills according to their import. The sub-committees report to the full committee, and the full committee reports to the House. But, as hinted, few bills pass. In the first session of the Fifty-First Congress 131 postal bills were introduced and 20 favorably reported; 8 passed. In the second session 17 were introduced, and one was favorably reported. In the first session of the Fifty-Second Congress 125 bills were referred, 8 were reported, and one passed. The committees meet in the forenoon, before the houses are called to order at twelve; and some of the hardest

work done in Congress is never heard of, because it is committee work. The clerks of committees keep a record of the exact status of all bills, and they are usually private secretaries to the chairmen.

Among the stationary rooms, document rooms, restaurants, baths, barber shops and bars, in the two wings of the Capitol, are the two post offices for the convenience of the members. The Senate post office is just across the hall from the Senate Committee room. The House post office is much larger; it is in the same corridor with the House Committee. The mail for the members of Congress is sepa-



THE HOUSE POST OFFICE COMMITTEE ROOM.

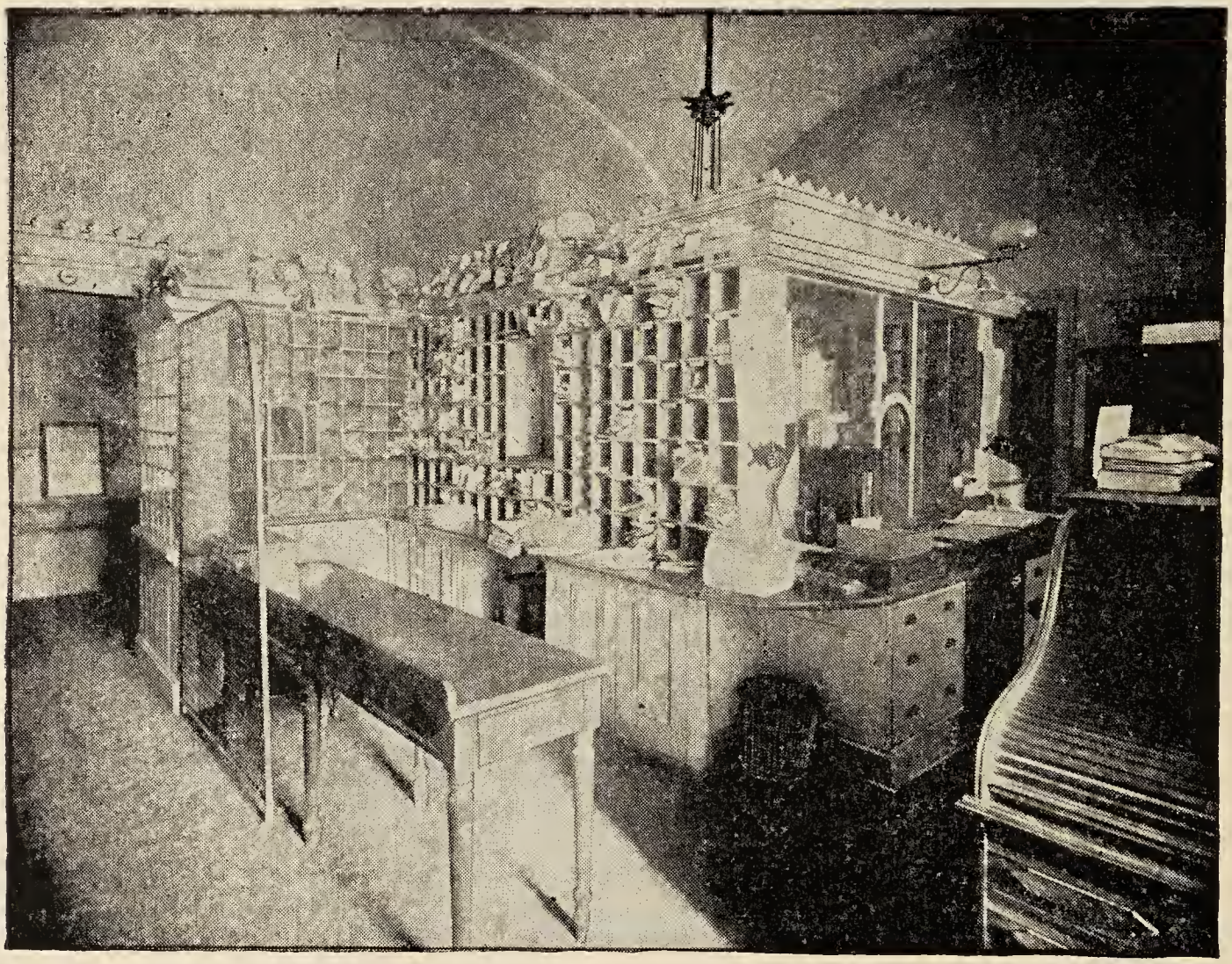
rated at the Washington office from the ordinary city mail and given to the messengers of the Senate and House post offices, who have distributing cases in the city post office arranged by routes. These mails, having been "routed" by the messengers, are taken to the residences or lodgings of the senators and members in wagons, furnished and manned by the two houses of Congress directly. These carriers make no collections, except from the residences or lodgings of members and from the Senate and House post offices. As large packages, and often hundreds or thousands of great sacks of public documents, have to be distributed in a week or a day, the use of wagons is necessary. The first delivery of Congressional mail from the Washington city post office is at 7.30 in the morning. After

this the mail intended for senators or members is taken to the two post offices at the Capitol and distributed in the boxes. If members do not call for their mail during the day, it is taken out of the boxes at the two post offices, carried to the city post office again, and thence delivered on the regular deliveries as late as five o'clock.

The mail deposited at the Capitol is taken to the city office several times a day for dispatch out of town. A large quantity of official and unofficial communications with the various Executive Departments are dropped with the Senate postmaster and the doorkeeper of the House of Representatives, and these are delivered by riding pages, by men or boys on horseback, and do not go through the mails at all, and of course no postage is paid upon them. Immense amounts of the Senate and House mail go under the penalty envelope, of course, though it is true that senators and members exhaust their allowances (of one hundred and twenty-five dollars apiece per Congress for mail) upon postage stamps long before a single session is over. The postmaster of the Senate, the assistant postmaster, and the messengers under them, are appointed by the sergeant-at-arms of the Senate on the recommendations of senators. The postmaster of the House is elected just as the Speaker is, and he makes the appointments in his office on the recommendations of members. The postmasters of the Senate and the House are employees of those bodies and directly responsible to them, and irregularities, if they occur, are investigated by the two bodies, or their officers. But depredators of the mail in these offices, as elsewhere, are amenable to punishment in the usual way.

In most of the state capitals the collections and deliveries of the local post offices are quite sufficient to accommodate the members of the state legislatures; but in some of the larger places officers of these bodies are specially deputized to facilitate the handling of the mail. In Augusta each branch of the legislature has a messenger who distributes matter in his branch during session hours. At Montpelier the sergeant-at-arms puts one of his deputies similarly in charge of the mail of members. At the State House in Boston collections are made as elsewhere, though packages in large quantities are sent to the post office by team at the expense of the state. Delivery is made as elsewhere. When the General Court is sitting

the mail of members is delivered to the sergeant-at-arms of each branch. The House appoints a postmaster of its own through the sergeant-at-arms. At Albany each branch during session time provides, through its presiding officer, a special post office to handle the letter mail, packages and documents of the members. Separate rooms are fitted up with call and drop boxes, and each is in charge of a postmaster, who has an assistant and a messenger. The appointments which are made by the presiding officers are political.



INSIDE THE HOUSE POST OFFICE AT WASHINGTON.

Mails are taken to and from the Capitol in express wagons, and when mails are turned over to the authorized messengers of the Assembly they are technically delivered. The members of the New York Legislature receive from 800 to 1,000 letters a day, and from 600 to 800 sacks of second, third and fourth class matter. The members of the Senate buy $1,400 worth of stamps for their legislative business, and the Assembly $1,600 worth, and their private postages would probably bring the total up to $4,000. The thirty or more state departments and commissions at Albany rent lock

boxes at the Albany post office. At Harrisburg an arrangement almost exactly similar is in vogue.

Each house of the South Carolina Legislature has a messenger who fetches mail from the Columbia office. Deliveries are as elsewhere. At Atlanta a postmaster is appointed by the Speaker of the House at each session of the legislature. He receives the mail of members from the particular letter carrier of the Atlanta office on whose route the Capitol building is, and distributes it in his case. The state officers receive mail direct from the carriers. At Nash-

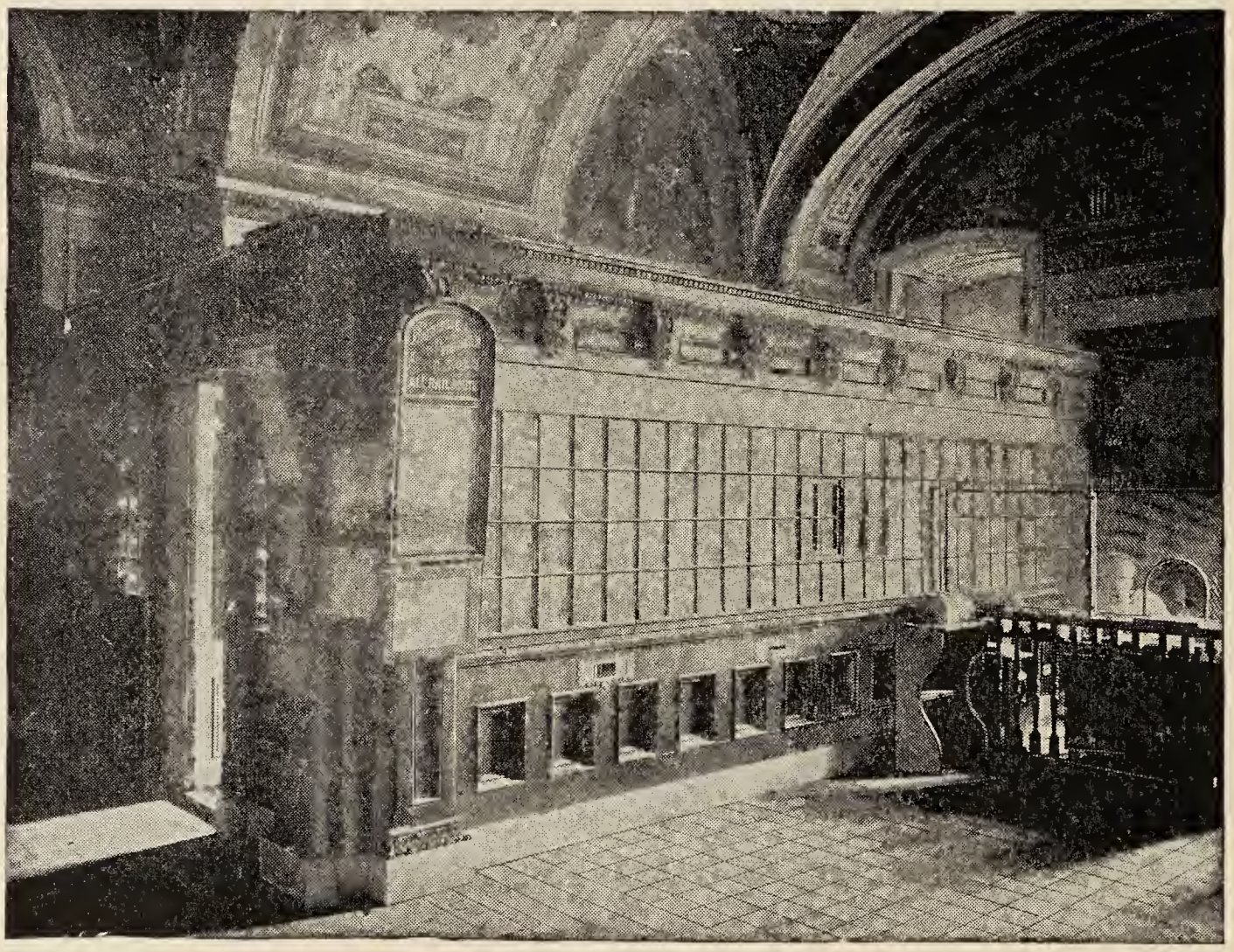


WAGONS FOR CONGRESSIONAL MAIL.

ville the home addresses of all the members, as well as their addresses at the state capital during session, are secured by the city delivery, in order to avoid mistakes, and three deliveries are made daily to the doorkeepers of the two houses. Mail is collected as elsewhere. At Austin the postmasters of the state Senate and House are elected by the two bodies. These postmasters take the mail of members at the post office, and are sworn in by the postmaster of Austin, so that they can pass through the mailing room. The arrangement at Baton Rouge is almost exactly like this.

So at Lansing, Michigan. At the Capitol building a room with boxes, known as the legislative, or Capitol, post office, is fitted up,

and a messenger, or legislative postmaster, as he is called, handles the mail of members under the pay of the two bodies. The Wisconsin Legislature has an assistant postmaster as well. At St. Paul the House elects an assistant clerk, who is postmaster *ex officio*. At Des Moines the state employs a special letter carrier at $3 a day, and he furnishes his own horse and wagon. During session time, for the convenience of the legislature, the two branches elect a postmaster and an assistant, each at $4 a day, and the legislature also



THE SENATE POST OFFICE AT WASHINGTON.

elects a mail carrier to go between the city post office and the Capitol. He is paid $5 a day and furnishes his own horse and wagon. All these special carriers take the regulation oath, administered by the postmaster. At Sacramento during session time each branch of the legislature has a postmaster and a mail messenger; and Postmaster Coleman has a complete directory of the home addresses of members, made of material furnished by themselves, so that their letters quickly find their destinations. At all the other state capitals the ordinary methods of the local post office prove entirely satisfactory.

The city of Rochester, New York, has a separate post office in a private business establishment, in the laboratory of Messrs. H. H. Warner & Company, in fact. The wonderful extent of this business shows what advertising will do and what the use of the mails will do. Wrote a member of this firm recently:

"We make all our contracts for newspaper advertising direct with the newspapers, and as we have contracts with about 8,000 of them in the United States, and as each paper containing our advertisement is sent to our office to be checked, our newspaper mail alone is something of an item. The letters received through the post will average about a bushel in quantity per day; and as we make it a rule to reply to every letter, we send out nearly as many letters as



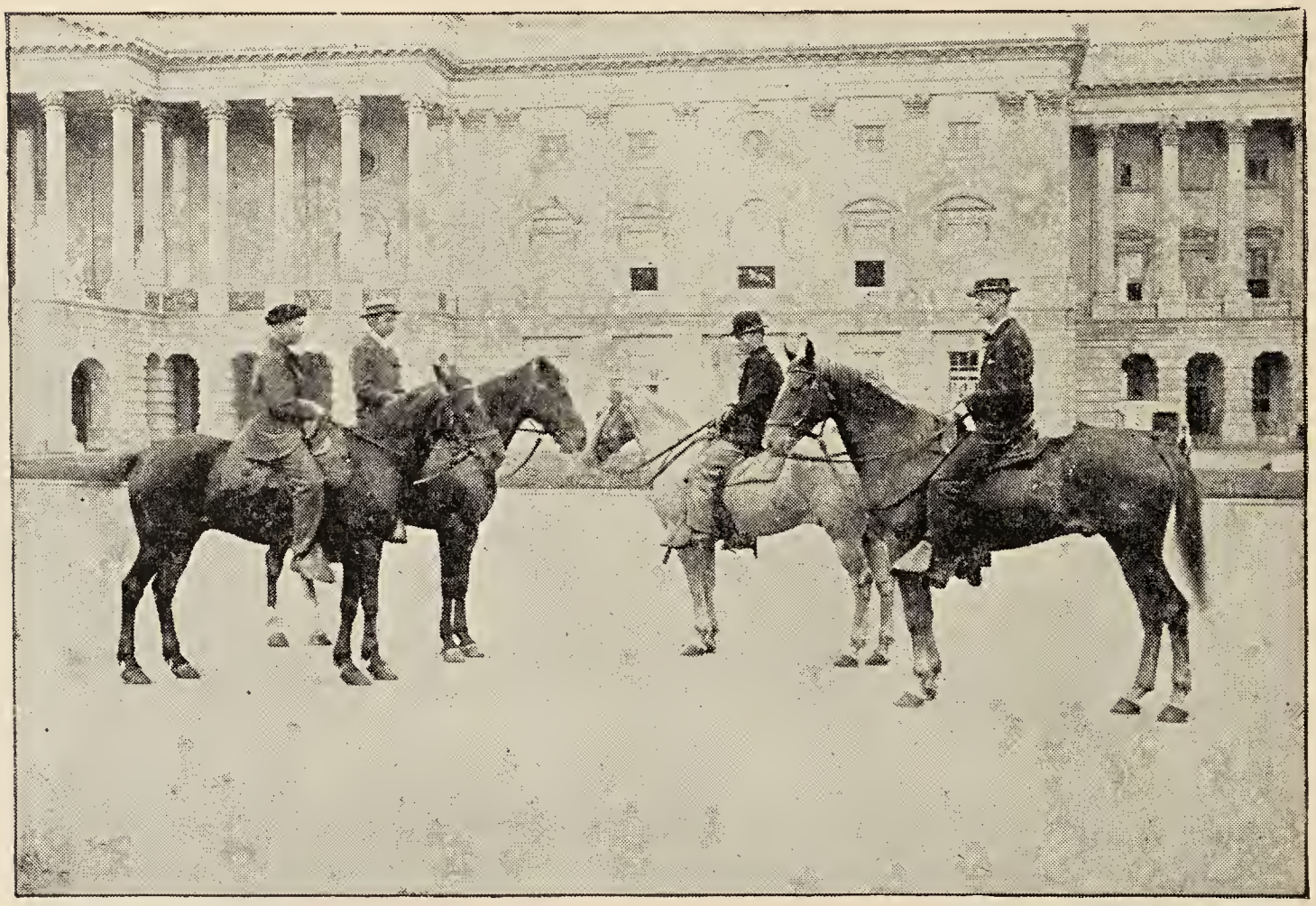
HOUSE MAIL WAGONS.

we receive. We also publish a cook-book of five hundred pages, which we give away as a premium, and have sent something like one hundred thousand of these through the mails, together with very many other premiums consisting of bound books, maps, etc.

"But it is in the mailing pamphlets that we use the mails to the greatest extent. We mail our pamphlets always once a year and oftentimes twice, the first one being sent out during the months of January, February and March, and the second during October, November and December. We do not use the mails at all during the holidays, shutting down mailing about the 20th of December, and resuming about the second week in January. We have found that the mails are usually crowded at this time, and the people too much interested in holiday goods. We mail between seven and eight million pamphlets each spring and fall, and use as many more in sending out to the trade in our boxes, and by express.

"We use the names of heads of families to send our pamphlets to, and generally renew the list about once in two years. As fast as the lists come in, they are looked up in the *Postal Guide* to ascertain if each place the list comes from is a

post office, and to guard against duplicate lists, for they come from every state and territory in the Union. The lists are then taken by girls and the names written on wrappers, which are used to wrap the pamphlets in. Each name is generally written four times, on four different wrappers, as it can be done quicker, and this is enough for four mailings. About five hundred writers are generally employed, the writing being done for the most part by the thousand. After the wrappers are written they are separated into states ready for the postal clerks. Since April, 1887, during which month we sent out four million pamphlets (which blocked the mail so that the superintendents from Washington and New York came to our office to ascertain what could be done to handle our mail without so



RIDING PAGES IN FRONT OF THE CAPITOL.

much work on the mail trains), we have worked the mail in our own building instead of having it worked on the trains. Cases were built especially for the purpose of routing our mail; and about two weeks before we commence mailing, the superintendent of mails is notified, and postal clerks are sent here to work the wrappers. When we mailed the old way, that is, previous to 1887, we would ship the sack of mail direct to the state which we wanted it to reach, and the postal clerks through whose hands this sack went were required to handle each piece in the sack in order to route it. Now the postal clerks come to our building, and route the wrappers before they are sent out, and as all the wrappers addressed to one place are tied together, they can route all the names in that place at one time, which is a great saving of time and trouble, as the sack in which these wrappers are put is shipped to the route in the state to which it is addressed, and the pieces it contains are not handled until they reach the route marked on the sack. It not only saves the postal clerks much labor, but also the

pamphlets from being handled three or four times, which formerly left them in bad condition.

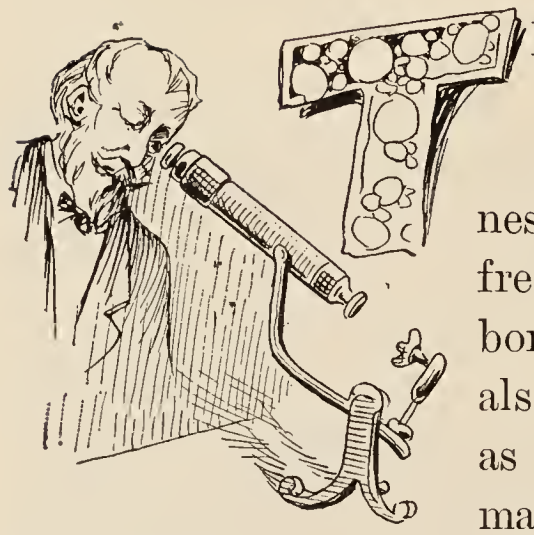
"After the wrappers are worked by the postal clerks, they are ready to be stamped. Stamps are cancelled in the sheet by the post office officials, thus saving to the Post Office Department the cost of twelve men to cancel, which was the number necessary to cancel the stamps on our pamphlets previous to 1887. The stamps are put on the wrappers by girls, who become very expert. The smartest girls will average about 25,000 stamped wrappers a day, although we have two in our employ who have put on 27,500 each, working nine hours. After the wrappers are stamped, they are tied in bundles of 250 each, and looked over by an expert to see that each wrapper is stamped and also has a name and address written on it.

"The wrappers are then ready for the mailers. The mailing is done by girls, who sit at their work with pamphlets before them and an open mail sack at their left hand. They become very expert in wrapping the pamphlets. After the sacks are filled, they are inspected for loose wrappers or pamphlets, as occasionally insufficient paste is put on the wrapper. The force employed in our mailing room consists of two hundred girls and five men. The largest number of pamphlets ever sent out by us in one day was 220,000, requiring 880 mail sacks to hold them. The average number mailed during our busy season is 100,000 each day. This makes about a carload and requires $1,000 worth of one cent stamps to send them out.

"We formerly had some trouble from postmasters who would hold our pamphlets (they being third class matter), saying that they were loaded down with our pamphlets and could not get them out; but under the new system of routing we now send but one sack a day to the larger places, which is cleared out each day; we find this works well, not only for the post office but for the public."



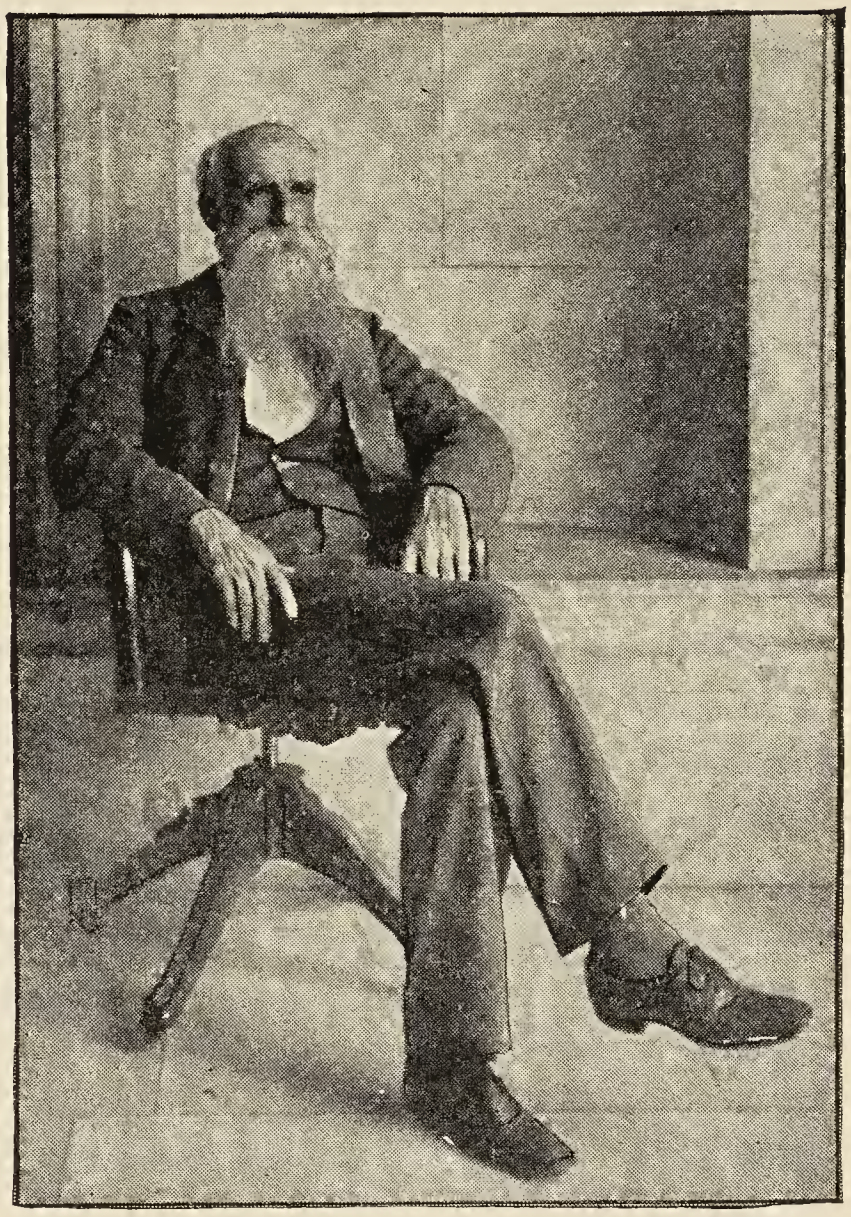
A POSTMASTER GENERAL'S DAY.



THE present Postmaster General went to his public place without political experience. Mr. Wanamaker had been a trained business man, "in trade." He had, to be sure, been frequently importuned by enthusiastic neighbors, and by political persons of consequence also, to run for office. Such enticements as a Republican nomination for Congressman-at-large from Pennsylvania and for mayor of his city (and it is a four years' term where needs make opportunities) had been held out to him; but he had kept to his last. He had been prominent in political committees, as well as in charitable and business ones. His first notable appearance in politics was in the fall of 1888. A desperate struggle for the overthrow of the Democratic administration was about to be begun. The most capable political generals had been selected to have charge of the Republican campaign, and as one important evidence of their capacity they secured the coöperation of a good number of wealthy, unblemished business men in various parts of the country to provide the sinews of war. These sinews of war were the subscriptions of money that they raised. For, if anybody shall read this two years from now or twenty, let him know that every political party raises all the money it can and uses every cent of it. Money is used in political campaigns to convince the doubtful voter (sometimes with torchlight processions and brass bands, but oftenest now with the argument of cold facts), and to keep the stalwart voter true to his allegiance; and hundreds of thousands of dollars are spent by national, state and district committees for these purposes by the two chief parties.

As soon as President Harrison was elected it was generally believed and cordially acquiesced in by the rank and file of Repub-

licans everywhere that two men surely, of all who were mentioned for Cabinet positions, would be invited to the President's counsel table. These were Mr. Blaine and Mr. Wanamaker. They were thus selected in Republican party opinion for two reasons: They were fit, the one the world-famed diplomatist and the other the merchant prince, for the Secretaryship of State in the one case and the Postmaster Generalship in the other; and second, they had been of real service in the campaign. Each had represented substantial elements that had contributed to the President's election, and so party service, as well as fitness, had its weight. The Postmaster General does not often recount an exploit in which he himself has figured. But the assistance which he was able to render to the Republican party in 1888 he has always seemed proud of.



THE CAPTAIN OF THE DEPARTMENT WATCH.

"I had no more idea," he said not long ago to Mr. George Alfred Townsend — and what follows here is a most interesting episode, — "of filling a place in the Cabinet or becoming a factor in our politics than any other merchant would have."

"After General Harrison was nominated," to quote this talk in snatches, "I said that I did not think he had great prospects; that Cleveland had been elected, and that he had all the machinery of the Government to reëlect himself; and, said I, 'he has in his wife a factor now he did not have when he ran at first. She has become a popular feature in his administration.' I added that I thought

Cleveland could be beaten if the proper steps were taken, but that our political methods were so much money thrown away in bands of music, a host of bad employees, and many sorts of squandering. I said then the old methods would undoubtedly fail to elect General Harrison, but that I did not suppose the party managers would make any changes in their old methods.

"Some time after that I received a telegraphic despatch from our Senator Quay asking if I would meet him that day or the next. I did not see what I had to do with politics, and was disposed to go home in the country and reply that I had enough on my hands. But reflecting that as he was our senator, courtesy demanded that I should not be brusque. I replied that I would see him."

Mr. Wanamaker went on to recount how little he was disposed to act, and how the senator had asked him how much time he wanted to reflect.

"I said a week," he went on. "In effect I did not give any answer for three weeks. I had plenty to do, and all this was an invasion of my time and themes. At the end of that time I consented to take part, if they would follow my suggestions. I wanted an advisory board to the National Committee made up of business men, and a treasurer appointed for that board; then I wanted an executive committee taken out of that advisory board and limited in number and with power to overlook not only the raising of that money but its expenditure by the National Committee acceded to. We did not need $400,000 and we did not raise it."

"Did you raise $200,000?" Mr. Townsend asked.

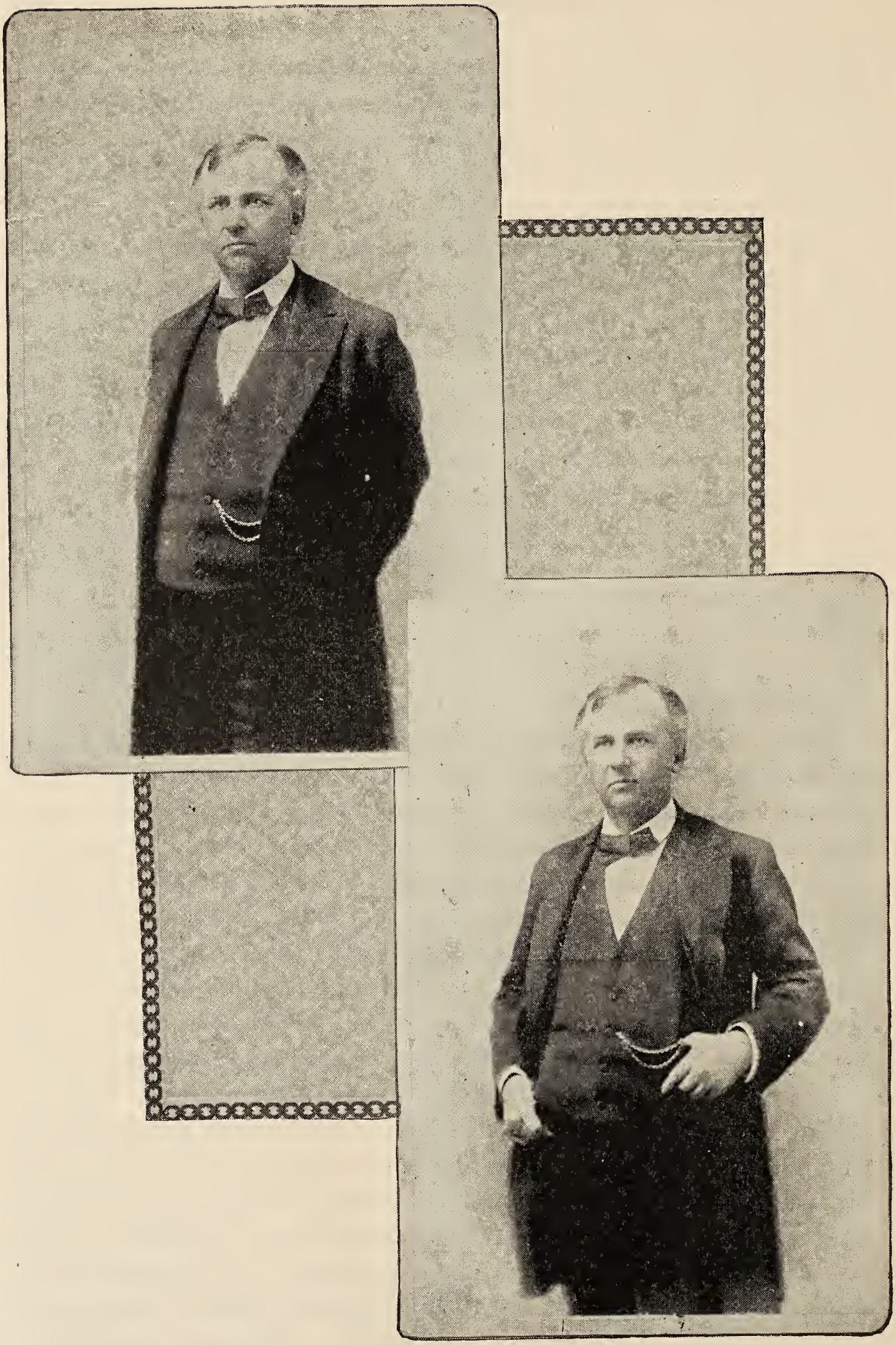
"Yes, we raised more than that. My contribution was $10,000. If you have a large purpose and can bring it to bear upon large-minded men, you may as well ask for $10,000 as for $500, for men are rather complimented when you ask them higher and they sacrifice high for a worthy end. I said to such as I addressed: 'How much would you pay for insurance upon your business? If you were confronted with from one year to three years of general depression by a change in our revenue and protective methods affecting our manufactures and wages and good times, what would you pay to be insured for a better year?' That they understood to be the measure of their contribution. We raised the money so quickly that the Democrats never knew anything about it. They had their spies out,

supposing that we were going to do something, but before they knew what it was we had them beaten. They were not beaten in November, nor in October, but long before that."

"That money was necessary, I suppose, for campaign expenses?"

"There is no provision in law for the expense of holding an election. A city like Philadelphia, which may have seven hundred polling places, will have proper and necessary expenses of $20, perhaps, for each booth; but these expenses are apt to be $100 a booth. If you don't pay your speakers, you must pay their travelling and living expenses. You must print your tickets, hold your meetings, advertise; in short, there is a proportion of money as necessary to be raised as for corporation or any other purposes. When the election was over and won, the National Committee would have given me almost anything. The appointment was tendered to me as Postmaster General, and I am here."

The National Committee and the state of Pennsylvania united in urging upon the President the appointment of Mr. Wanamaker to a place in his Cabinet. There seemed from the first to be no question about his selection, except that for a while he was slated for the Secretaryship of the Navy. Then came urgent requests by the hundred from all over the country for the appointment of Mr. James S. Clarkson of Iowa, to a place in the President's political family. He had distinguished himself in journalism and public life by his versatility and rugged loyalty, and had also been of immeasurable importance in the campaign. It has been said that no man was ever supported with such fervor, and it is no doubt true that President Harrison genuinely desired to make Mr. Clarkson one of the Cabinet. This desire on the part of eminent Republicans, and on the part of the President himself also, continued to the very 4th of March. Mr. Wanamaker knew of it towards the last, and, understanding that the appointment of two men who had been closely identified with the National Committee would not be likely, especially since in the public mind, if not in the President's, they would be fitted into the same position, namely, the Postmaster Generalship, he encouraged the President to appoint General Clarkson and leave him out. Mr. Clarkson heard of this. In fact, it is probably true that the President, inclined to accept Mr. Wanamaker's



AS HE SOMETIMES STANDS.

proposition, offered the Postmaster Generalship to Mr. Clarkson under the circumstances mentioned. The sturdy Iowan would not listen to this for a moment. He, as much as any member of the National Committee, had learned to appreciate fully the value of Mr. Wanamaker's services. Moreover, he had joined with the other members of the National Committee in urging this appointment upon the President. The proposition was therefore not to be thought of. This generous impulse (and the politics of this country is full of generous impulse, if only the things not heard of could be known) was followed up by an unmistakable earnest of his devotion to his party; for General Clarkson, much against his natural inclination and to the sacrifice of large personal interests, accepted the First Assistant Postmaster Generalship, and for a year was the President's trusty political adviser and friend, as well as the Postmaster General's.

To take Postmaster General Wanamaker and follow him through a day will be lively work, but it is about the only way to study him closely. He rises early in the morning,— just how early is not known definitely, as he is always up before anybody else. He has retired in good season, and his eyes are wide open an hour or more before breakfast time. He never looks as if he had just got up; and this is true on account of his sober habits of eating and sleeping as well as of the natural, steady spirit that always looks out of his countenance.

"He is a man above middle height," says Mr. Julian Hawthorne, "rather lightly built. His face is fresh colored, smooth shaven and young looking. His eyes are dark gray, very bright and observant; forehead large, lower face slender in proportion; a good-sized, business-like nose. There is a certain quiet energy and enthusiasm in the expression of his countenance; you see that the man is a man of genius, of judgment, of resources. His conversation is thoughtful, terse and low-voiced. Activity and alertness are in him combined with composure."

A recent description of him by Mr. Townsend says:

"The Postmaster General has a little gray in his fine silken, light brown hair, a fine head, light blue or gray eyes, and a bright, sensitive skin that is clean shaved. His nose is good, the chin not heavy, and his temperament is that of a high nervous industry. Although the eyes act quickly, they close sometimes

while he thinks, and the visitor sees a man who never acts without reflection, yet has decision and reflection near neighbors. He has a small mouth, good teeth, and a chord in his throat indicative of approaching age. When he stands up he is tallish and straight, and nearly spare."

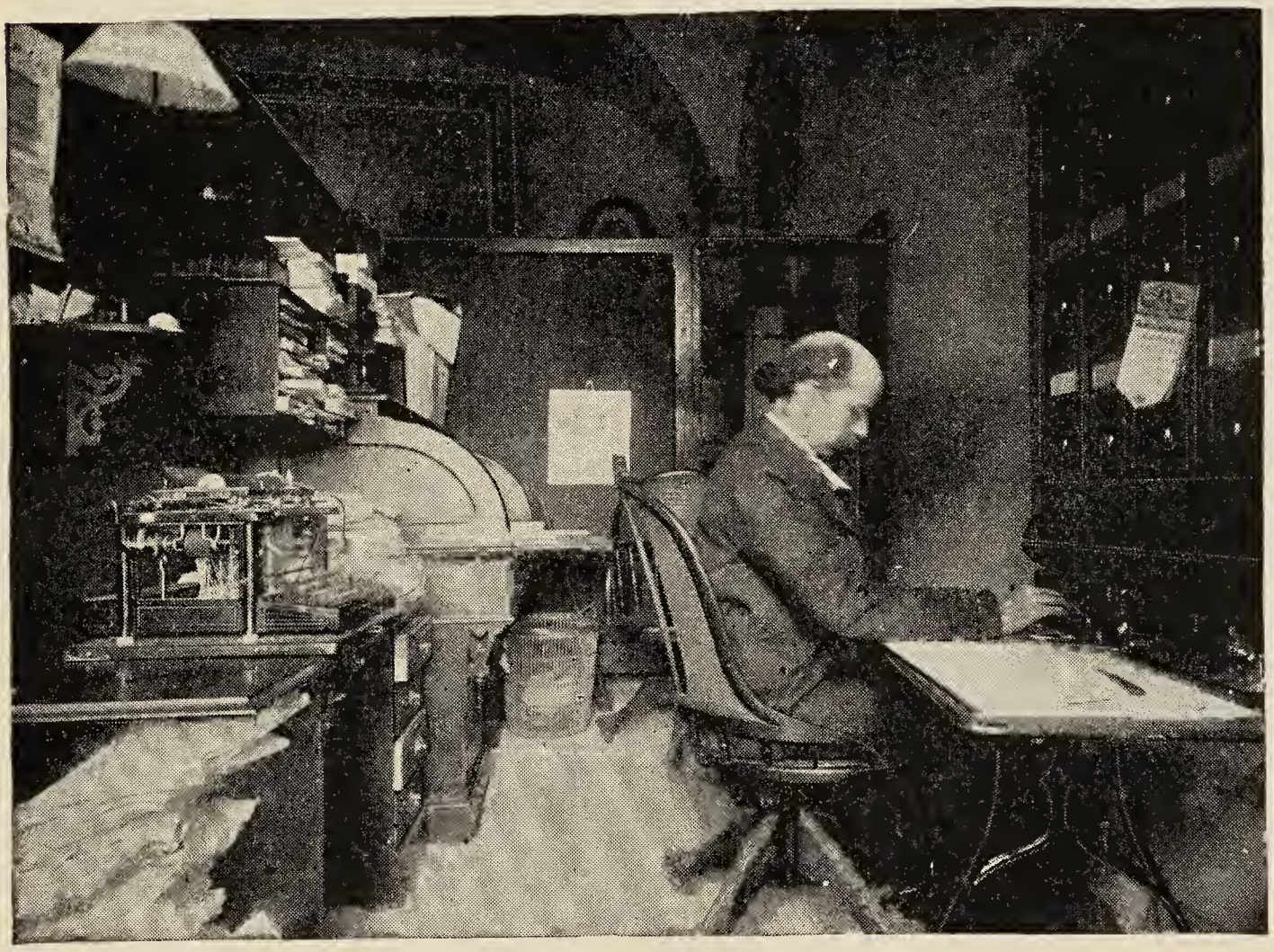
The Department carriage, which is a small cab drawn by two small sorrel horses, is waiting at the door of 1731 I Street at a quarter past eight, with the inevitable Hodge on the box, to take the



ROSS, THE POSTMASTER GENERAL'S MESSENGER.

Postmaster General after breakfast to the Department. Half past eight finds him at his desk in the pleasant sunny room on the south side of the building. He is half an hour ahead of the earliest clerk and an hour and a half ahead of the stream of general visitors. He opens his mail, gives some letters to his private secretary to look up or answer, dictates to his stenographer replies to others, and answers not a few with his own hand. He knows what comfort there is in the personal letter and often writes it.

At nine or a little after the four Assistant Postmasters General come in to meet him. They sit about his table for an hour or less and discuss various propositions for the regulation or improvement of the service, which they may have thought of, or chiefly which he himself has thought of, or has had brought to his attention. This conference, or Cabinet meeting, as it is sometimes called, is over at ten. Then the senators and members (in session time) have begun to come in. Ross, the colored messenger, who has been at the Post-



MR. JOHN B. MINICK, THE POSTMASTER GENERAL'S STENOGRAPHER, TYPEWRITER AND TELEGRAPH OPERATOR.

master General's door under his thirteenth Postmaster General now, and in effect is of so much consequence about the Department that he is frequently called the Fifth Assistant Postmaster General, knows them all, and pushes the screen door open to let them in. The Postmaster General disposes of their matters with great tact. He sends for persons and papers, if it is necessary to do this in order to answer questions fully and quickly — on the supposition that the papers and the persons are there to answer questions.

Sometimes he goes out with a visitor to one of the bureaus to see personally that inquiries are promptly answered. Sometimes the member or the senator is able to stay but a moment. Sometimes, if others are not coming in, or if persons who have sent their cards in through the door or are waiting in the ante-room are not numerous, the Postmaster General and his visitor sit down for a social or a confidential political talk.

The private secretary's room is next to the Postmaster General's



AS THE PRIVATE SECRETARY SOMETIMES USED TO LOOK.

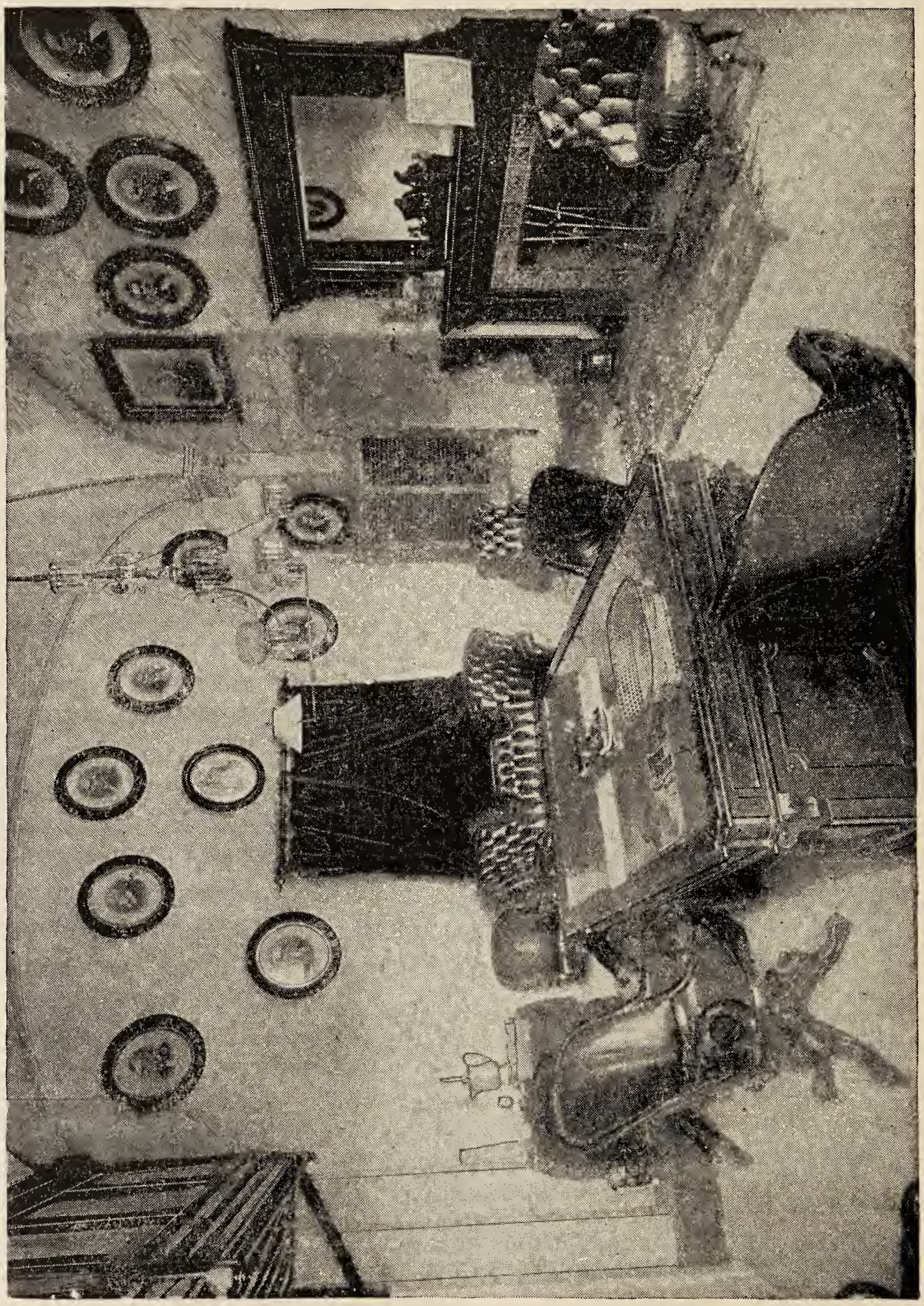
and a door opens into it from the same hallway; and of course the two rooms are connected. Many persons prefer to enter this way, and sometimes it is quite sufficient for their purposes, and consequently quite agreeable to the visitors and the Postmaster General also (all of whose time is certain to be occupied), if they find out what they want to know in the private secretary's room and go no further. Sometimes the latter's outer door is locked, and the Postmaster General, in order not to be interrupted, takes a caller, or three or four of them at a time, into the recesses of the inner room for greater immunity.

There is no end to the variety of work required of the Postmaster

General. There is, in the first place, the routine business of the Department, the consultations with the assistants and with this one and that one who have suggestions to make, or who have been following out lines of inquiry or action and have them to report upon. There is, in addition, all the labor incident to the brand new things continually undertaken by one like Mr. Wanamaker. He is always gathering information about something and making busy preparations to use it in some way. He never gives up a fight; consequently he is always adducing reasons why his causes ought to win. He is never satisfied if he cannot think at the close of a day that something had been accomplished; and he has been known to accomplish a dozen things in a day and still recall them only with a half disgusted feeling that the things should not have been two dozen instead of one. Then the Postmaster General's wide reputation for wealth and charity gives him a great deal of labor. Persons see him every day for whom it is impossible for him to do anything, and yet he sees them, and they go away satisfied at least with assurances of good will.

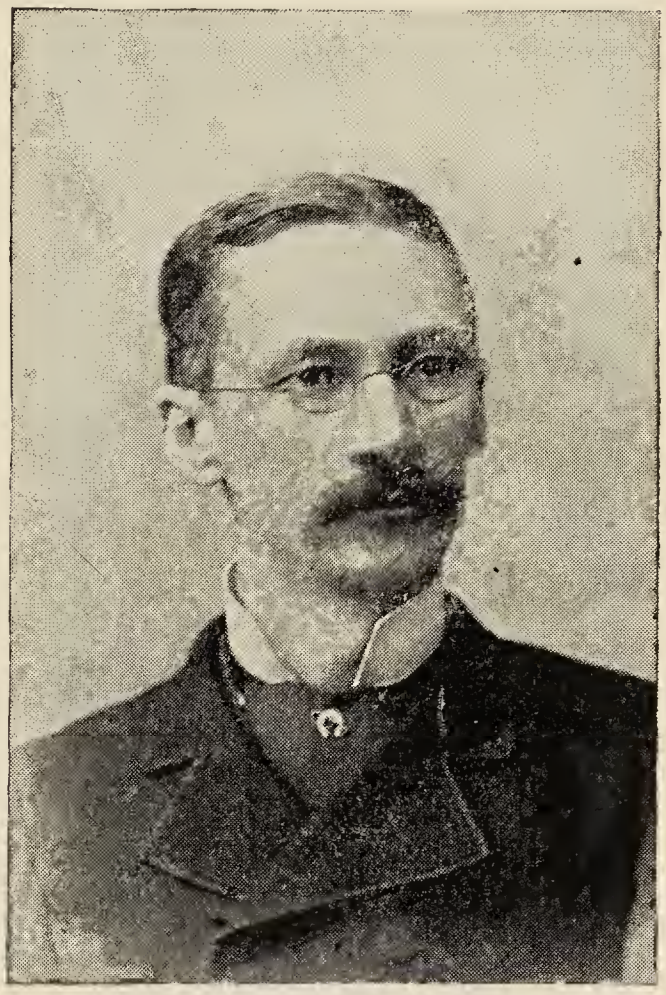
On ordinary days the Postmaster General is taken to his house for luncheon about one o'clock. On Cabinet days he goes directly to 1731 I Street from the White House. He takes his time about his luncheon, partly because he loves the company of his family, of which he has been so much deprived during his public career, partly because a quiet half hour is desired in the library discussing a political or postal matter with a friend who has been invited to the table. There are usually important appointments at the Department after luncheon. Then follow more consultations with the assistants, work is "rounded up" for the day, and a few directions given for the next. There are more dictations to the stenographer, more talks with the private secretary, more personal letters written, and a paper rolled up and mailed away, or some token of remembrance sent that served the same thoughtful purpose.

It is six before the Postmaster General leaves his desk, though often in summer, if the heat has been bad and the work extra heavy, or some friend is in town who would like the relaxation, a ride is taken in the suburbs. The Postmaster General himself drives, usually a pair of chestnut Vermont thoroughbreds bought of Senator Proctor, hitched in an open buggy. Sometimes it is a single horse; and the



THE POSTMASTER GENERAL'S OFFICE.

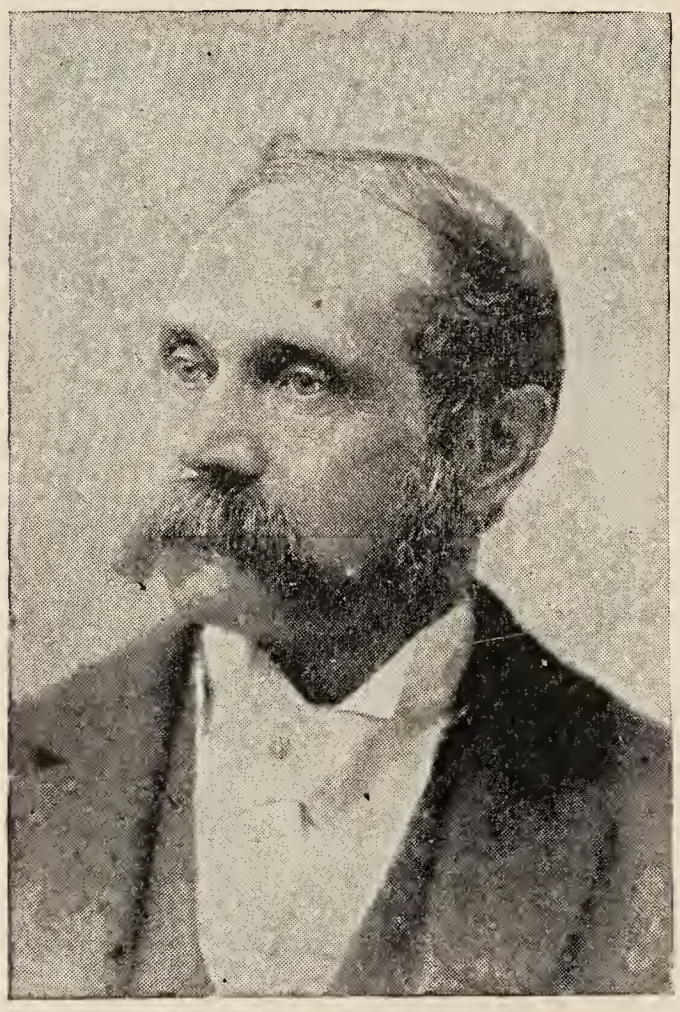
single horse quite contents him. It has been a hard day at best. A hundred different people with a hundred different objects intently in view have come and gone, some prevailing, some failing, but all pretty well satisfied. Something has been done in the different bureaus. Somebody has been talked to about a favorite reform. Perhaps the Postmaster General has jumped in his carriage and explained a measure of his own or of somebody else to one of the legislative committees of Congress. Sight-seers in the Department have been brought to the screen door by guides and have peered in; or they have sometimes entered and looked through the two rooms. This process has not been objectionable. In fact, it has been rather pleasant, else the Postmaster General would not have risen from his seat so often to shake these people by the hand and ask them to be sure to see all the sights in the Department, and especially the Dead Letter Office, with which they would be diverted.



HON. FRANK A. MONROE,
Prominent in the Fight Against the Lottery.

The Postmaster General has not been idle for a moment all day long. He has said that he decided thirty years ago not to read a newspaper in business hours or to put his hands in his pockets. His mind is restless always, and he actually seems unhappy when there is nothing to do. This activity is always imparted to those about him or they do not remain about him long. He states, or indicates, or expects, that certain things shall be done. He does not take the time to explain about the method. It is inferred that the person charged with the duty knows about the method. But results are very sharply looked for, and it is results that count with him. His aversion to doing things over twice, or in the hardest way, or wrongly, amounts almost to horror; for if a thing is not done right, some one else only has to do it over again, and there is the time of

a good man, as well as the time of a poor one, wasted. And if things cannot be done upon direction in the proper way, or if they are done without judgment, or at the wrong time, — if, in short, assistants cannot be depended upon to assist, they are of no use, and large success is impossible, because a man must do everything himself; and that is intolerable to leaders. In the philosophy of John Wanamaker it is not tolerable to tell a person to do a thing and then spend one's time following the person up to see that it is done. Nor is it tolerable to employ the efforts of one person to look after another. Such had better make room for their betters, for the line has to march. The Postmaster General likes creative men, not simply those who know an idea when they see it, and know what to do with it, but those who have ideas of their own, though perhaps that quality is simply a development of ideas. When he suggested that the Department be provided with a permanent, high-salaried officer who should be a sort of controller or actuary to manage its business affairs, some one desired to know what such an officer would do.

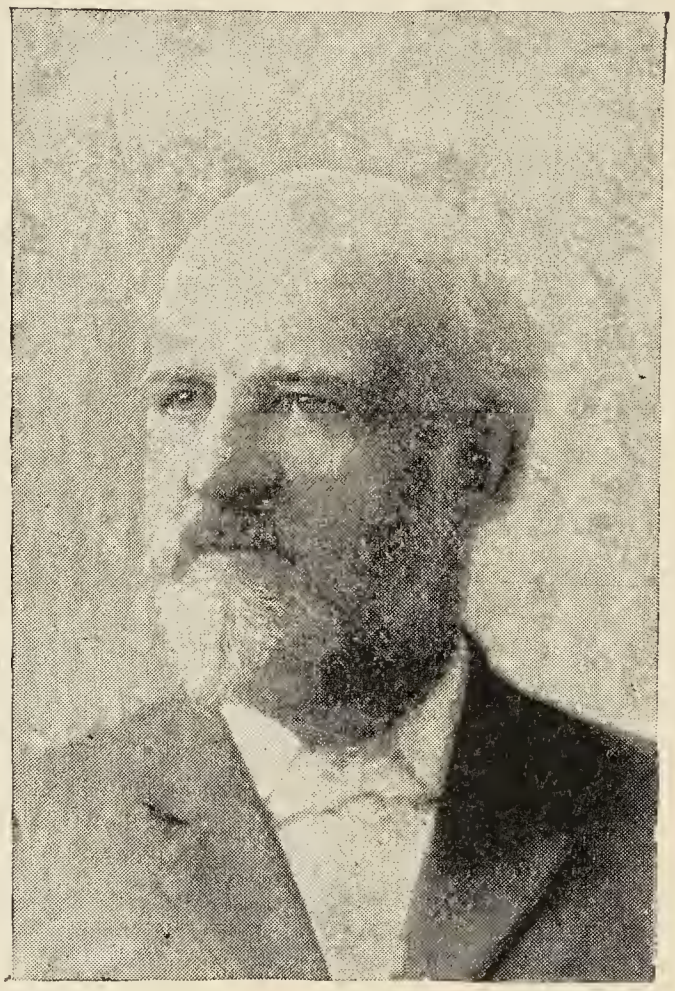


MR. THEODORE DAVENPORT.
Disbursing Officer.

"I don't know," replied the Postmaster General (though his meaning rather than his exact words are here set down). "He would be put there, and would do what there was to be done. If this postal service were a private affair of mine, I would employ five such persons at $10,000 a year. They would earn ten or twenty times their salaries. They would know enough to fit into the different places. They would think, plan, organize, develop."

So the man who works and thinks, and is hearty, persistent, ingenious, original about it, is a man after Mr. Wanamaker's own heart. In that way comes success, which he naturally thinks he has attained in business, if not

politics, and which he understands comes only with these qualities. He has shaken up the dry bones amazingly, and he has not been timid about it. In the purely executive work which has fallen to him to do, he has simply gone ahead and done it, as his wont used to be. He has called conferences of postmasters, inspectors and all. He has investigated foreign systems at his own expense. He has spent his salary, probably, upon a personal private secretary and upon newspaper subscriptions, newspaper clippings, postage, etc., in order to know fully the public impression and wish. He has awarded medals. If the examinations for entrance to the service were deemed faulty, he did not hesitate to say so. He has particularly solicited public criticism, for no one wants to know so much as he what is the matter with the postal service, simply because nobody knows better than he that it cannot be reformed until it is known what the matter with it is. He has invited the county-seat postmasters to make their visitations. All these are little things comparatively. He has pushed the larger matters with no less energy and boldness.



MR. JAMES A. VOSE,
Appointment Clerk.

The Postmaster General's mail contains all things conceivable, and just as he or some one deputized by him replies to everything, so he has insisted that every letter coming to any desk in the Department shall receive a prompt reply. His own mail is notably filled with letters of a personal character — touching notes from old acquaintances in trouble — letters asking for financial aid in all parts of the country, from ten strangers and one acquaintance. Some want five dollars; some would be satisfied with one. Almost everybody who has tickets to sell appeals to the Postmaster General, and the man who is struggling to lift the mortgage on his

farm, or whose church is in debt only $700, is a frequent correspondent. Great numbers of letters asking for help come from localities with which the Postmaster General, or some friend upon whom he is able to call, are familiar. These requests are investigated — possibly something done. But the Baltimore genius who some time ago named his baby boy after twenty-five or thirty United States Senators and other public characters and secured from each sums of $1 to $10 did not catch the "P. M. G." And not less do all the curious inquiries about postal matters receive attentive replies. This one or that one wants a parcels post, universal free delivery, fractional currency, money order facilities at every post office, and all that; and to each one it is explained why this thing cannot be, and perhaps some document or argument is enclosed by way of further explanation.

A few of the things that Mr. Wanamaker has let drop in speech or letter — not the long, prepared things, but the off-hand things.

His injunction to the postmasters at the conference is already familiar:

"Gentlemen, you want to run your post offices as if there were another fellow across the street competing with you, and you were trying to get all of the business."

He said to the Philadelphia *Record* correspondent very early in his experience at the Department:

"I want to keep the mail bag open to the latest possible minute, then get it to its destination in the shortest possible time, and then get each separate piece of mail to the person for whom it is meant in the quickest possible way."

To Postmaster Hart of Boston he said on one occasion:

"If there is any man in your post office who thinks he has reached the limit of perfection, he ought to retire. What is wanted is men who propose and expect to do better to-morrow than they are doing to-day."

He wrote to a citizen of Denver:

"Anyone who aids in improving the postal service by pointing out defects, or by making suggestions, performs an act of good citizenship and is a friend of good government, and especially of the Post Office Department."

And he added:

"The proper course to be pursued whenever there is mismanagement of any post office, or whenever additional facilities seem to be needed, is for a few persons to address the Department over their own signatures, stating the facts. Such communications will receive prompt and careful attention."

Of the postal system he said in one of his annual reports:

"The people simply want the system administered with such efficiency and economy that it shall offer them more and more accommodations and tax them less and less. The only method I can suggest by which all their desires may be gratified, is not merely to talk about the application of business principles to the Department; it is really to apply them."

In a later report he said:

"I shall have the honor to advocate this year, as last, with whatever persuasiveness it is possible for me properly to use, certain measures, legislative and administrative, which I believe to be for the benefit of the service. If some of them fail — as it cannot be hoped that all will succeed at once — there will at least be the benefit of the inquiries, the discussions, and the collection of opinions."

The Postmaster General has paid small attention to newspaper attacks. But now and then, apparently for the personal satisfaction of the moment merely, he tells a friend, or even writes a note to some far-off stranger who has honestly made an inquiry of him, about the latest lie. On these occasions he does not mince matters. He wrote to a Western correspondent:

"I should like to have a commission composed of the editors of the ———, the ———, and any other three men of fairness, to visit and pass upon the building and methods of my business in Philadelphia, and if the statements you refer to are found to be facts, I will contribute ten thousand dollars to any ten charities that the mayor of your city may designate."

For the enterprising person who is always asking public men for sentiments on various occasions the Postmaster General has always had a ready pen. On the request of the New York *World* for a New Year's sentiment, he wrote:

"My hopes and wishes are: First, to be able to do a full day's work every day and thus turn wishes into realities. Second, that my friend, Mr. Pulitzer, might get back his eyes, and be able to read his own paper. Third, to have fair play while the plans and experiments of the Post Office Department are under way. Ten minutes or ten months is hardly sufficient to reach over all this country with a perfect postal system. Let the new employees of the Government in every department have a fair chance to get acquainted with their work."

And he usually has a thought to utter if he is obliged to decline invitations. When the Pittsburg *Times* moved into its new building, he wrote:

"I regret extremely that I cannot accept your courteous invitation for the 31st of May, especially since the occasion is the opening of a newspaper office. We do not generally attach enough consequence to these events. We pay attention to the opening of halls, churches, schools and colleges, and that is right and

good; we ought to pay more attention to these enlargements of the power of the press — not the hackneyed 'power of the press' which is a vague, misunderstood myth or bugbear to many — but the real power of it, the power that it possesses to make a forum, a pulpit, a school and a college for the discussion of all the branches of political, social and home life, all in itself. We have the *Times* at our office here every day, and I congratulate all of your readers and all of the good Pennsylvanians who have a chance to become your readers, as well as yourself, upon your prosperity."

Mr. Wanamaker has always been a good "interviewer"; for, though he much dislikes to talk for publication, preferring, as he has always said, to do things and not talk, he is always willing, when there is need; and usually he has something to say. Business is a favorite topic with the questioner as well as with the questioned. To pick a few detached quotations out of some of the interviews:

"Yes, I think I could succeed as well now as in the past. It seems to me that the conditions of to-day are even more favorable to success than when I was a boy. There are better facilities for doing business and there is more business to be done. Information in the shape of books and newspapers is now in the reach of all, and the young man has two opportunities where he formerly had one."

"We are much more afraid of combinations of capital than we have any reason for being. Competition regulates everything of that kind. No organization can make immense profits for any length of time without its field soon swarms with competitors. It requires brain and muscle to manage any sort of a business, and the same elements which have produced business success in the past will produce it now and will always produce it."

"New England has already learned the necessity of thoroughness; their disabilities in the way of being distant for fuel and metals are turning out to their advantage and the higher standard of their productions, and Pennsylvania must fall into the same track."

"The trouble with the business of the United States heretofore, but it is fast improving, has been that we all wanted to get rich so fast that when we made a good thing, instead of keeping the standard up, we sought to make it cheaper by using inferior material and less labor. What has made the English rich has been keeping up their standard. But as our country settles down to a fixed destiny, and ceases to wander and speculate so much, we also are learning that these business houses must be prolonged by their good repute, so that the trade mark shall be their best advertisement."

"The old eastern Pennsylvania population is a little slow, but they believe in substance, too, and are industrious. It is my notion that Benjamin Franklin, in the humble maxims he printed in his 'Poor Richard's Almanac,' gave the tone to that old German population, and to the other races also, perhaps. It is possible that he drew those maxims from observation of those eighteenth century races. He had much to do with giving Pennsylvania its cast of mind and method, and after him Thaddeus Stevens, the founder of our public schools, conferred the greatest benefit upon the state."

The Postmaster General has made good off-hand speeches, and one often finds a touch of poetry in them. The presidential party, on its way East from the Pacific Coast last year called at Springfield, Ill., and General Harrison spoke at the grave of Lincoln. Mr. Wanamaker followed him. He said:

"The man whose name is immortal said that we ought to have a Government by the people and for the people; and we might add to such glowing words this thought, to-day — that the Government ought to be close to the people, that they may be able to understand each other better, and be able to help each other in every practical way that builds up the industries of our country and benefits our homes. I have heard it said sometimes at various points on the journey where we have stopped, 'This is God's country,' but, where is there a spot that God's autograph is not written plainly upon — on the great mountains which his shoulders have pushed up — on the vast fields, fertile and beautiful? We have seen wonderful things in the flowers, in oranges, in corn, in the minds, in the mills, and in the meadows; but the greatest of all has been the patriotism of the people. Whether on the dewless plains, or in the mountains, or the ravines bright and beautiful, wherever we have been scattered, we cannot lose sight of the fact that this is one country, we are one people, we have but one God, and we kneel together around a common altar and sing one song, 'My country 'tis of thee, sweet land of liberty!'"

There is usually a kind word for a troubled person. To one telling him tearfully of his mistakes he said:

"Go into the country, take plenty of fresh air, and when you feel restored come back and I will find you something to do. Then with something to keep yourself employed, you will forget your mistakes, and will be contented and happy. Who does not make mistakes? Why, if I was to think only of the mistakes I had made I should be miserable indeed."

Mr. Wanamaker has been successful in a notable degree in taking all of the postal people into his confidence and in winning their support. He has done this by dealing directly with them as much as possible. He has written to them and they have written to him, and all have come to stand upon the same plane of mutual effort for improvement. He caused his private secretary to write the postmasters, just after one of his reports had been published:

"The Postmaster General has caused to be sent to you a copy of his annual report for this year. He directs me to ask you if you will kindly study it and write him, as fully and frankly as possible, what you think can properly be said, either against the recommendations contained in it or in support of them. He desires to gather the best practical postal opinion obtainable from all quarters of the country as to the best means of improving the postal service in every branch and detail. The Postmaster General would therefore be much indebted for an early reply to this request."

A Chicago mail collector had defended his satchel against a desperate assault of armed men. The Postmaster General saw it in the papers, and wrote him:

"I have read with great interest the newspaper accounts of your bravery in defending the mails entrusted to your charge against two robbers, and I beg to thank you for this sturdy example of fidelity and duty. These exhibitions of courage, while no more praiseworthy, perhaps, than the steady devotion and nerve of the post office force in general, do more good than you are aware of."

Once, when a presidential party visited the city of Cleveland, the Postmaster General slipped over to the post office, where the clerks and carriers had gathered to greet him. These are a few of the things he said:

"The postal service is not a set of public buildings and a book of regulations, but it is the brains and hearts of 150,000 men, and its goodness is measured by the intelligence and devotion of the silent, steady, every day workers such as you, who stand at your office cases and tread the streets from door to door with your heavy burdens of mail. I beg you not to think that the Department at Washington is a heartless machine of old wheels belted with red tape.

"The long hours come from twenty men being loaded with the work that fairly calls for twenty-five men. The five men short are because of a short appropriation. If the Department could be trusted with sufficient money to remedy this overburdened system, there would be no dissatisfaction with the hours."

No conference of officials or employees of any sort at the Department but had to have a short speech from the Postmaster General. These are some of the things he said at one of the meetings of inspectors:

"I don't think that any one man knows it all; each of us may learn, from the highest official down to the lowest. We are a very foolish people if we shut our ears and eyes to what other people are doing. I often pick up things from strangers; as you go along, pick up suggestions here and there, dot them down and send them along. Even writing them down helps to concentrate your mind on that part of the work.

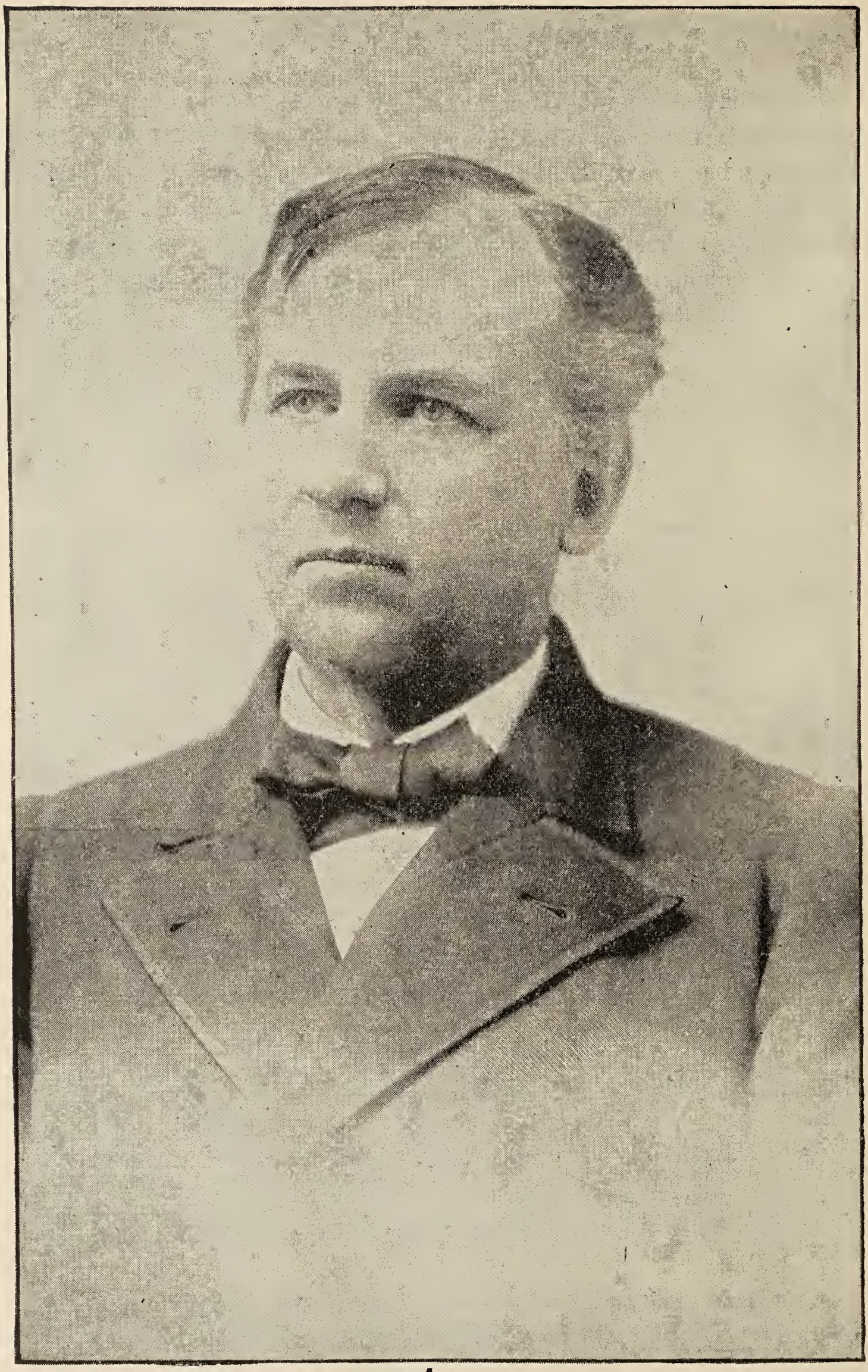
"I am very much interested in trying for a self-supporting service. I do not think it essential, and do not know why we should be self-supporting any more than the Interior and other Departments. But there is just this much about it; a deficiency is against proper appropriation. They do not think what it costs to run other departments, but all the time harp on what it costs to run the Post Office Department.

"You have got to help. You have got to give me your wit and wisdom and your practical touch on everything as you get opportunity. You need not be afraid of overstepping the mark and treading on somebody's heels. If you tread on the chief's heels I will applaud you, and he may tread on mine. The more we push each other the better."

Postmaster General Wanamaker rarely takes any business home with him. If a person has come from a distance to see him, or if a matter in hand is something which makes the quiet of the library essential, an exception is made. But just as he turns every moment at his office to business account, he diverts and enjoys himself every moment at home. There are plenty of reasons why he should. He himself likes fun. He likes games, music, literature, and most of all pictures — not most of all, though, because the family is more attractive still — the sons, successful; the daughters, clever; the wife, full of old-fashioned sense, and hospitality, and heart. Only intimates may know of the good they do, the Postmaster General and his wife. There are sick people, and what they want is somehow sent to them. Here, when the home is empty, a young friend marries and comes on invitation to make free with the house and the horses. There, some appreciative, old-time family friends occupy the summer cottage for the season. Here is the almost daily companionship and hope by the death bed of a leader of his party. It is a hard home to leave, the home in I Street. But the Postmaster General goes to Philadelphia on Saturday, and now and then a friend may go with him to the seashore or the country, to the quiet hospitality of Cape May or the quiet hospitality of Lindenhurst; and Mr. Wanamaker has been known to take a friend along, stipulating that he should not go to the Sunday school, as it might not be so restful. It is a man worth studying; and many a one has asked, Is he not ambitious? Some one referred to a newspaper account that he wanted to be senator from Pennsylvania. He laughed and said:

"I have no ambition to be other than a good Postmaster General. It is not reasonable for me to suppose that I can make myself great in the role of statesmanship. My whole training has been that of a business man, and while I might perhaps hope to make myself a great merchant, I could hardly expect to succeed more than ordinarily well in an untried field. I accepted the Postmaster Generalship with a desire to do what good I could for the country, and because I believe it the duty of every American citizen to take part in such adminstration of the Government as comes to him."

Some have said that Postmaster General Wanamaker's name has been more in the papers than any other public man's. This is probably not true; though, whatever horrible crimes have been laid at his door, obscurity is not one of them. He has been talked about



Jno Wanamaker



THE BEST OF THE NEWSPAPER LIBELS.

very much for several reasons. One is that he was a shopkeeper and a Sunday school superintendent; and it seemed to be the notion of the paragrapher that neither one of these individuals had any business in public life, and surely a man who happened to be both really had no place on the face of earth. These gibes have stopped now mostly — because there are too many shopkeepers and too many religious people in this American country, and they are two classes of citizens who are important to almost any public journal. The Postmaster General has made fights against powerful interests, and these have caused a good deal of the abuse. He had been a great advertiser. But last, he has been doing things, and they could not help attracting attention.

There was always something cheerful and amusing in the lies about Postmaster General Wanamaker. His private secretary saw this and early began to devote one of his cabinet cases, long since too small, to a collection of this delightful fiction — delightful when it deals with the public affairs of men, not so delightful, but just as harmless, when the sanctity of anybody's household is invaded. There was a cheap, unsuccessful farce produced in a far Western city, — which was unsuccessful because it was cheap enough to have a caricature of the Postmaster General in it; and this same Postmaster General was represented as sending his private secretary across the continent to see what the farce was really like. No matter where one of the tens of thousands of post office clerks had been discourteous in the last four years, he had been put up to it by the Postmaster General. He has been accused of having a business venture with such a really horrible person as Governor Hill. And, of course, it appeared in very many public journals that the Postmaster General secured the passage of the Postal Aid bill in order that he himself might have half the money. So, too, a former clerk of the Department, who had lost his place for the trifling cause that he had gone insane, was seriously interviewed upon the shortcomings of the Post Office Department in general and of the Postmaster General in particular by all the really independent Chicago papers. Some Boston scholar and gentleman picked up a *Postal Guide* published before the Postmaster General's order excluding advertisements was issued and of course it is at once apparent to the meanest intellect that he was permitting only Republican

newspapers to advertise in it. And you, too, Brutus! Here was the editor of the chief Republican organ of Brooklyn, who note that the Postmaster General wanted to extend the free delivery service into the country, and asked if his idea was also to have the Government present every farmer with a free telephone and a free telegraph instrument. That was the most unkindest cut of all.

It is only a few months ago that the Philadelphia shop used to be the meat and drink of the cheerful liar. The stories about the shop are variegated and fugacious. There are two other firms in Philadelphia which have the name of Wanamaker in them. With one of these the Postmaster General had something to do years ago. But, of course, it was none the less true that Mr. John Wanamaker was responsible for all the actions of these concerns, and that they ought to close up and go out of business — as his own ought. Then, as with the postal service, everything done at the business house of the Postmaster General was somehow attributed to him personally, and, of course, he always had a tape measure in his pocket and was frequently crying "cash" to small boys. A good place to find the variegated and fugacious lie about the shop was in the columns of the journal, whether published in Philadelphia or vicinity, which had been found to be worthless as an advertising medium and of still less consequence as a blackmailer. Oh, but these people were going to have such a disgraceful person as this out of the Cabinet! But all the stories were stale and flat compared with the fantastic observations of the English press; for the question whether the Postmaster General could be tolerated any longer quickly became international, and tears were shed over the President; for if he permitted such things to go on, he would disappear entirely from the public view in a few months at the farthest.

One of the cleverest newspaper men in New York once wrote verses upon some of these things. They ran:

My name is John; I run a great big store.
And I make money; which is not surprising,
When you reflect that each year I do more
Of advertising.

I advertise in papers great and small,
And everybody knows I'm enterprising;
But then, whate'er I do, they, one and all,
Say "advertising"!

When I was born, if they could have foreseen
The heights to which I have of late been rising,
The comment on my crying would have been:
"He's advertising."

I started once a mammoth Sunday school —
My duty to my neighbors recognizing —
But every day some narrow-minded fool
Said "advertising" !

If, as a business man, I take a hand
In a municipal reform uprising,
The others in it are a faithful band;
I'm "advertising."

I bought a famous picture recently,
My best artistic judgment exercising,
And now all jealous Gotham says of me:
"He's advertising."

I've given my employees coöperation,
They will do better work for realizing
A share of profits; but full half the nation
Says: "advertising" !

I worked for Harrison in '88;
Now in his Cabinet I sit, advising;
Whene'er I'm mentioned in affairs of state,
I'm "advertising."

No doubt 'twill be the same thing when I die.
They'll say I did it for the eulogizing —
Which is not grudged to others dead; but I —
"All advertising!"

Then there was the ever present labor question. A New York paper printed a bogus interview with an alleged factory inspector and promptly a dozen more or less important organs of public opinion printed lurid articles about Wanamaker's white slaves, and one brave editor cried, "Throttle him!" The shop has a mutual benefit society which provides the sick and the heirs of the dead with money. Out of this a lottery organ in New Orleans constructed a very interesting novelette to the effect that the saintly Wanamaker has a compulsory life insurance company organized in order to drive the regular companies out of business. The firm of John Wanamaker, importer, have cases against the customs officers for wrong valuations, as all other importing firms do, by the dozen, daily, probably; and once, when the Wanamaker firm secured judgment for a few hundred dollars, it was currently printed that the

Postmaster General had "beaten the Government" out of anywhere from $300,000 to $1,500,000. And this was not the humorous thing, but the fact rather that the letters began to come in from the regulation beggar asking for a portion of this money. A New York importer had some ribbons or something sent to him through the mails, upon which, for some reason, he had had the name of Wanamaker put, and columns are printed, and here at last was the Postmaster General convicted. He was a smuggler! Not by a unanimous vote, however, for a brave, sagacious fellow in the West wrote about him seriously as a "poco" collecting second-hand clothing.

It was announced once upon a time that two new sizes of postal cards would be issued; and soon the story was that they would be of several tints and would be scented, and then a pleasant variation was that thereafter all postage stamps would be gummed with mucilage of the flavors of all the favorite syrups. A great deal of wrath was spent over these tints, and scents, and flavors. But friendly papers rushed valiantly to the rescue. And so it usually happened.

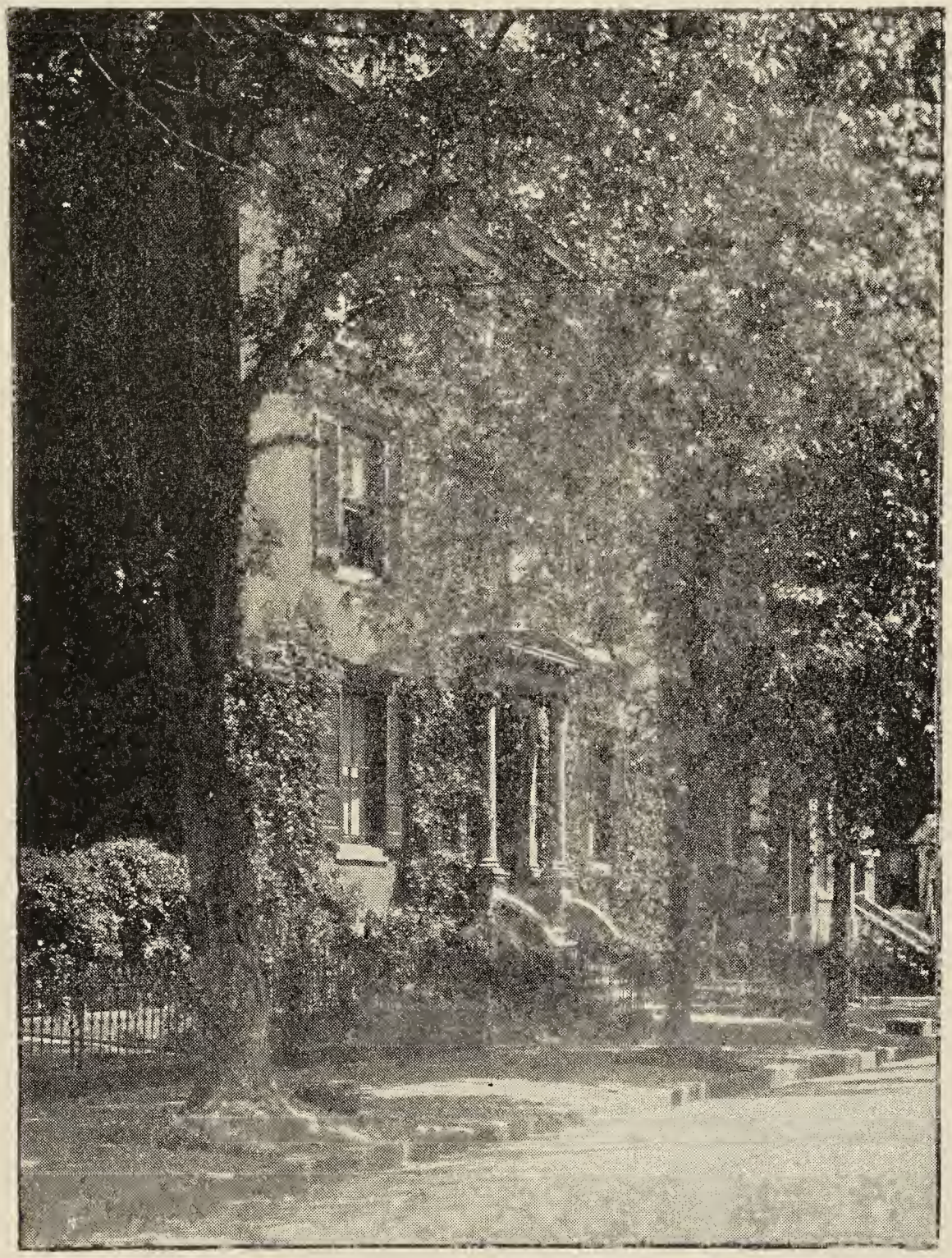
TWO BEAUTIFUL HOMES.

THE Washington residence of the Postmaster General is one of the historic houses of the Capital. Through a dozen administrations it has followed a notable career; and during forty years, from season to season, its hospitable roof has sheltered brilliant gatherings of the famous men and women of the Federal City. The house was built by Col. J. J. Abert, the first chief of the United States Topographical Engineers, and in succession has been the home of Hon. James Donald Cameron, Senator Frelinghuysen, Secretary of State under President Arthur, and of Hon. William C. Whitney, Secretary of the Navy under President Cleveland, — from whom it passed into the hands of Postmaster General Wanamaker.

Occupying an ample frontage on I Street, just west of Seventeenth, in a neighborhood which has long been a quiet but fashionable residence quarter, the house antedates by several decades the present era of fanciful architecture, and presents an uncompromising front of red brick, topped by a mansard roof. If unpretentious, it has a solid, comfortable appearance, while the vines, trailing over the columns at the entrance, give the necessary touch of the picturesque. Notwithstanding its plain exterior, the interior has always been a notably handsome one, — the decorations under the tenancy of the Whitneys being particularly rich and lavish. The house retained most of these furnishings when acquired by the Postmaster General, but before the gayeties of the first official season began, the old mansion was in a measure refurnished — mostly in the way of bric-a-brac, embroideries, carvings and the like; those innumerable ornamental belongings which take on a sort of individuality,

The material and illustrations touching the Washington home of the Wanamakers are derived from Miss Frances Benjamin Johnston's article in Demorest's Magazine.

and can scarcely be classed as furniture. Aside from these additions, some fifty paintings were brought over from the home collection, and thus the decorative glories of the Whitney ball room, while still guarded intact, were merged into the artistic beauties of



NUMBER 1731 I STREET.

the Wanamaker picture gallery. With its former elegance enhanced by these changes, this noted interior continued the setting of a delightful hospitality, which amply filled the traditions of the house, and rendered the most casual visit a pleasure.

Through the columned portal, with its garland of vines, the



THE FIRST SALON.



THE SECOND SALON.

entrance is direct into an old-fashioned entry-way of forty years ago — which would seem almost commonplace, were it not for its belongings of antique wood carvings. Elaborately wrought tables, hall chairs and stiff mediæval benches stand here and there, while a fine old grandfather's clock ticks solemnly in one corner. Though the hall is somewhat sombre, one of the brightest, cosiest apartments is just at the right of the entrance. This is a cheery little ante-room,

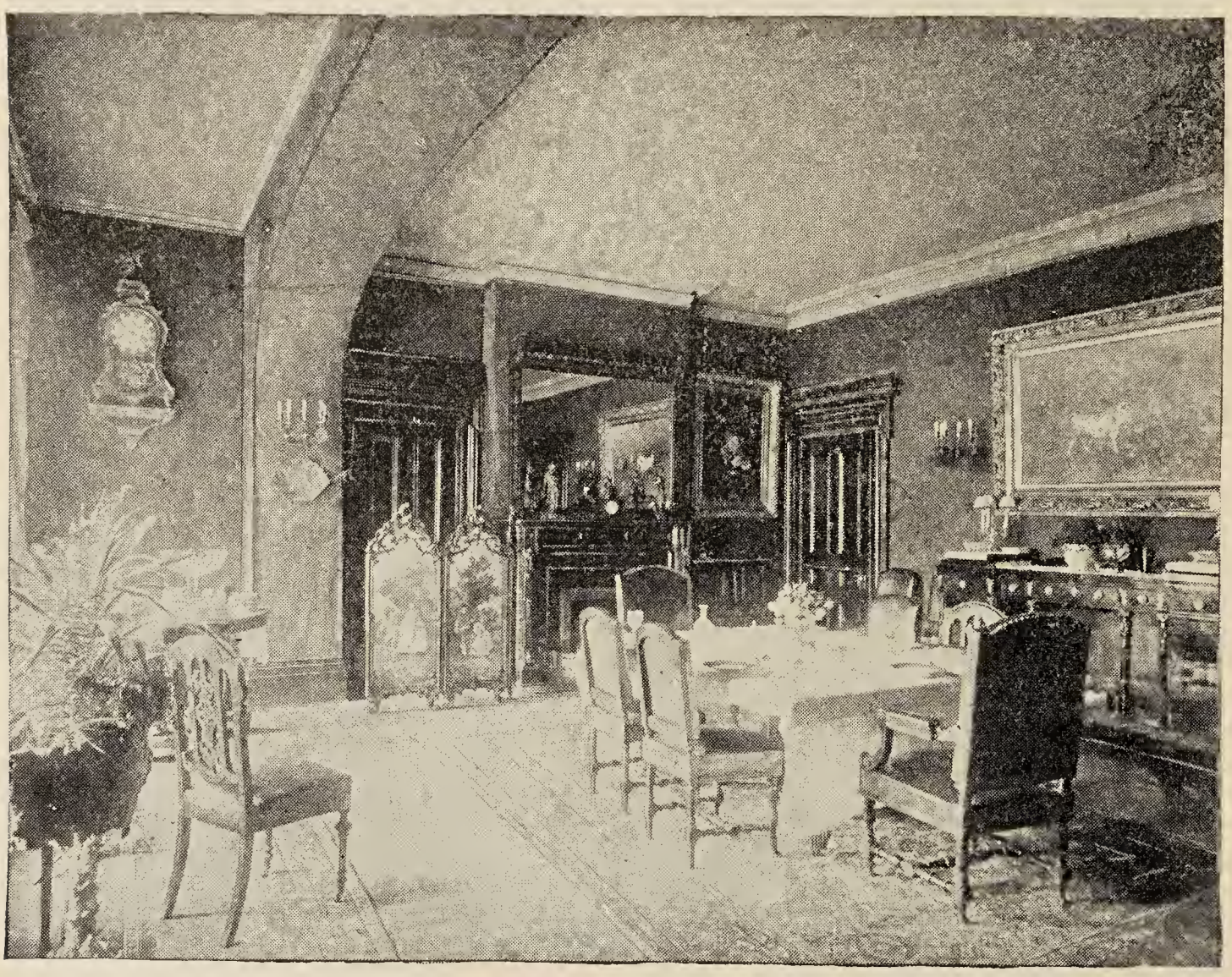


THE ANTE-ROOM.

boasting scores of attractive things, mostly in black and white, to capture the eye and interest of the visitor. The walls are covered with a small art gallery in monotone, presenting an array of etchings, fine engravings, rare old prints, sketches in pencil, or pen and ink, with here and there a photograph; the low shelves on either side of the comfortable hearth being filled with books and magazines. Martin Luther in bronze sits commandingly in the centre of the mantel-piece, while photographs of the President and Mrs. Harrison adorn either end. Not far from the hearth a pretty writing table in

oak, conveniently furnished, stands ready for the dispatch of hurried note or leisurely letter, and all about are easy couches and snug arm chairs for the morning half hour's enjoyment of the newspapers or the latest periodical.

Just across from the ante-room and on the left of the hall, the entrance is into the first of the suite of *salons* — where the scheme of decoration is extremely dainty and tasteful — quite after a woman's

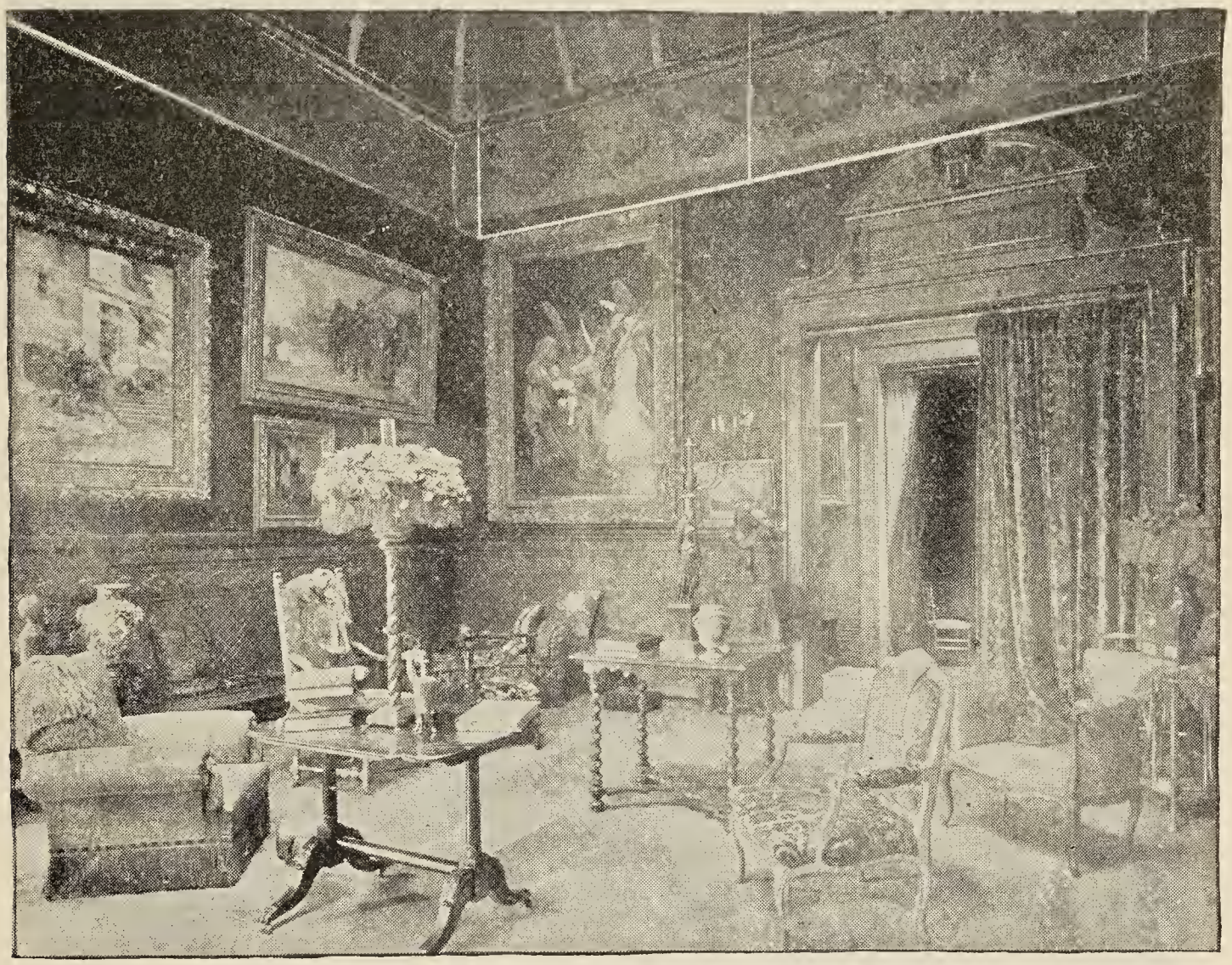


THE DINING ROOM.

heart. The prevailing color is soft rose, which delicately tints the walls, and the silken draperies, portieres and hangings fall in graceful lines and folds all about the room; and the light from chandelier and lamps shines through gauzy pink shades, casting a rosy glow over the entire apartment. The furniture is in the type of the Empire — spindle-legged, carved, and much be-gilt — with brocaded upholstery in old rose and faded blue and an occasional piece furnished in a rich damask of gold and gray satin. There are a few exceptionally fine water colors on the walls, — notably a

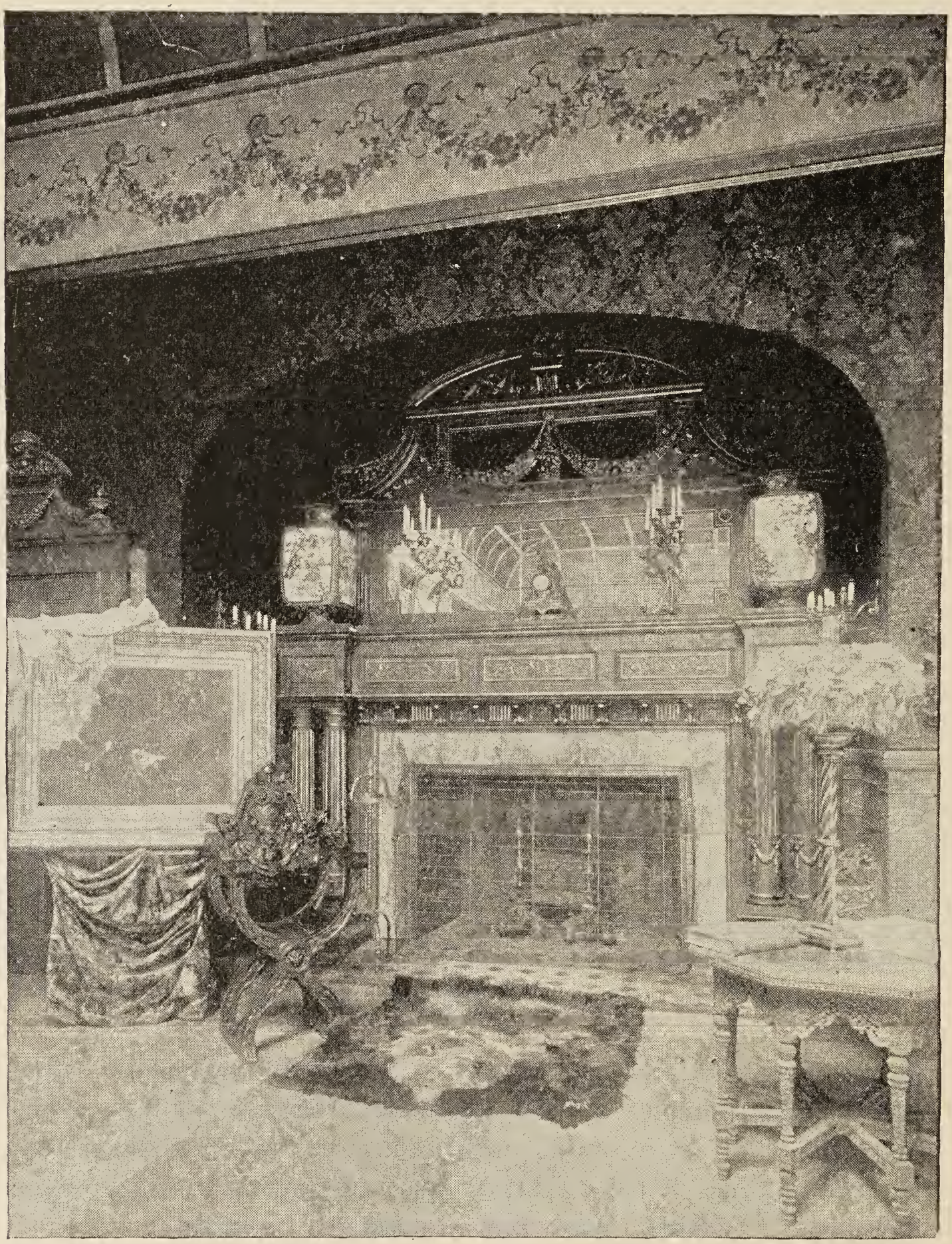
Spanish sketch, glowing with brilliant color, by the unrivalled Vibert — and the "Return from the Horse Fair," by Rosa Bonheur. Framed delicately in white and gold, these art treasures only emphasize the exquisite daintiness which characterize the room.

Heavy portieres of plush hang on either side of the broad entrance leading into the second drawing room, on the right of which is the dining-room — the ballroom being at the end of the suite. This



THE ENTRANCE TO THE PICTURE GALLERY.

second *salon* is also very delicate in tone, the walls and ceiling carrying a pale lemon tint, with a wide frieze in graceful design of contrasting shades. Most of the furniture is of heavy gilt, upholstered in rich and quaintly florid tapestry, whose astonishing blossoms suggest the impossible posy gardens which flourished so proudly on our grandmothers' samplers. There are many bits of beautiful embroidery draped here and there, and a specially rich and elaborate square hangs upon the wall at one side, serving as a background for a spirited, finely modeled bronze bust of Joan of Arc. A pretty



THE FIREPLACE IN THE PICTURE GALLERY.

Watteau screen in an ornate gilt frame occupies one corner, while several lacquered and inlaid cabinets and decorative tables carry a bewildering array of choice bric-a-brac. Several fine pictures adorn the walls, and with books, flowers and potted plants, add the final touches to this charming interior. For all its attractions nobody seems to come to a full stop in the second drawing-room, as the regions bordering upon it are always certain to offer to the guests of the house something better than the charm of merely inanimate things. There is always a tendency to linger in the first of the *salons* — where, on reception days, the hostess holds her pleasant court; and if a steadily advancing throng of arrivals brings the necessity of "moving on," one is certain to find a delightful haven in the dining-room, where the pretty daughter of the house, and her corps of equally pretty assistants, preside over the tea and the chocolate.

The dining-room is one of the most inviting rooms imaginable. A flood of warm light comes in through the latticed windows which fill one entire side of the apartment, and reflects a cheery glow from the crimson damask with which the walls are hung. The furnishings are simple and elegant — a few rare pictures, a tasteful arrangement of china and plate upon the substantial sideboard, and a profusion of palms, ferns and blossoming plants which everywhere mark a charming hobby of the hostess, and bring into higher relief the ruddy cheerfulness of the room. It is here, on Cabinet days, that the young people gather in gay groups to chat over their afternoon tea while the brilliant throng of society moves in and out.

Through an archway leading from the dining-room the picture gallery is reached — a third magnetic centre, where the Postmaster General perhaps, brisk and very genial, more than shares the honors with his famous pictures. This room is the far-famed ballroom added by Secretary Whitney, and there is hardly an interior in Washington more talked about or oftener described than this same handsome apartment. With good reason, too, — for with its rich decoration, wealth of artistic treasure, and frequent assemblages of notable people, it has always been one of the famous *salons* of the Capital. The coloring of the room is an effective blending of pale terra-cotta and light brown, relieved by points of gilt. The woodwork is all in brown and gilt, while the walls are hung in terra-

cotta damask, whereon cupids disport themselves gayly amid garlands of roses.

There is a bewildering assortment of chairs, couches and tables, — all more or less gilded, carved or inlaid — with seemingly noth-



THE MUSIC CORNER IN THE PICTURE GALLERY.

ing in common but their rich ornamentation, as, apparently, no two are near enough alike in color or design to claim even distant kinship. Oriental rugs partly cover the floor, and a great bearskin is stretched in front of the hearth. The mantel and fireplace are masterpieces of decorative art, and with a heap of logs blazing

upon the brass fire dogs, there is no cosier corner on a wintry day than the quaint chimney seats on either side the glowing hearth. Another pleasant feature of the room is the window seat running under the wide, latticed windows, set into a deep embrasure at one side, half hidden by dense rows of palms and ferns, which form a sylvan screen for the low platform, where, on festal nights, musicians are stationed. Besides a half dozen stand lamps, there are only a few well chosen pieces of bric-a-brac placed about on tables; although the collection of works of art, in editions de luxe, would easily form a small library. Bric-a-brac and books, tables and chairs, though otherwise ornamental and attractive, are here mere accessories; as the vital interest naturally rests in the pictures. These, as a whole, show the primary requirement of a really fine collection — that is, careful and even judgment of the true artistic merits of a picture, uninfluenced by the persuasive weight the name of a great painter is apt to carry.

The paintings, which bear the signatures of such masters as Millet, Corot, Daubigny, Jules Bréton, Bougereau, Van Marcke, Detaile, De Neuville, or Munkacsy are, as a rule, fine, vigorous works, owning in themselves some masterly quality to interest the art lover other than the artist's name. Just at the right of the entrance is Bougereau's "La Vierge aux Ange," which is one of this artist's finest religious pictures, and ranks high among his masterpieces. Near it is a characteristic study of rugged and picturesque fisher folk, side by side with a military painting — an episode of the Franco-Prussian war, almost painful in the intensity of its action. Another echo of this dire and unhappy struggle is the stirring, impassioned bronze, which stands in front of the window embrasure. Alsace, with the agony of defeat and unavailing sacrifice upon her brow, catches in her arms a dying soldier, and grasps the musket falling from his pulseless hand. The grief, the desolation, the hopelessness of this bitter fight are all living in this magnificent bronze. Beyond the deep arched window is one of Bougereau's beautiful, but much too ethereal peasant children. With neglected knitting clasped between her rosy finger tips, the little one gazes straight out of the canvas with such tender wistfulness that no explanation is needed why the owner calls this painted bit of womanhood, "My Sweetheart." Near by are a

"Venetian Sunset," by Ziem, and an exquisite landscape by Daubigny — while a *genre* by Brozik portrays a very interesting incident, and might fitly be entitled "Showing Grandpa How Baby Can Walk." Nearer the corner is a fanciful but cleverly treated canvas by Firman-Girard, where two demure Japanese damsels, lying at length in the cool shade of a river bank, drop their light fishing tackle, in the lazy fun of coaxing a brood of pretty ducklings from



THE LIBRARY.

the water. On a draped easel by the fireplace is a particularly fine cattle piece by E. Van Marcke, "Cattle Grazing on the Edge of the Forest," which is replete with calm restfulness. On the opposite wall a glowing bit of Orientalism by Gerome occupies the corner, while a quaintly charming Early English interior by Alma Tadema, a vigorous "Cuirassier" by Detaille, and a marine by Clays, are neighbors.

Just here is a grand piano and a litter of music, above which is a "Studio Interior" by Charlemont. Near this music corner, and

over a small bust of the artist is a *genre* by Munkacsy, entitled, "After the Wedding," — a picture full of tender and delicate sentiment, and an excellent example of the painter's lighter and happier vein. Aside from its artistic value, the canvas has for the owner the deeper charm of personal association, as the demure little bride, twirling the new wedding ring upon her finger, and her husband lover watching her with his heart in his eyes — are real people, a



A CORNER IN THE LIBRARY.

young Hungarian nobleman and his wife, whom Mr. Wanamaker met while on a visit to M. de Munkacsy. Farther on "The Image Vendor," by Brozik, is replete with humor and all the picturesqueness of a rude Hungarian interior, and "The Flower-market of the Madeleine," by Victor Gilbert, shows a charming and characteristic glimpse of Parisian outdoor life. Near by, a delicate water color by Fortuny and a fine bit of color by Zamacois, hang under "A Trumpeter," a splendid figure piece by de Neuville. A nook in this neighborhood is occupied by one of the gems of the collection,

"A Peasant Woman Sewing," — a small square canvas by Millet, painted with the warmth and richness of color so strongly characteristic of his more notable masterpieces.

Another step brings one to the portal of the ballroom, where embroidered draperies hang in heavy folds, through which is disclosed a pretty vista of the drawing-rooms beyond. An old-fashioned staircase leads to the floor above, where are the usual sleeping apartments, handsomely furnished but in nowise remarkable, unless it be for their comfort and entire lack of display. Mrs. Wanamaker's boudoir is furnished with gilded wicker furniture and old rose hangings, and is as pretty and inviting as it is modest. The only room on this floor of any individual interest is the library, whose cosiness, coupled with the wide diversity of its belongings, tempts one involuntarily to label it a "den." This is the one room in the house which best testifies to the instructive personality of the Postmaster General, and shows him to be a man possessed of more than one vital interest in life, every one of which he has pushed to a successful issue by sheer force of character. The compass straws for such an inference are here on every side. A littered desk in the centre of the room, easy chairs all about, books in a solid phalanx against the walls; while above them hang numberless prints and etchings.



THE LIGHTHOUSE AT CAPE MAY POINT.

Almost as conspicuous at Cape May Point as President Harrison's cottage is the great square house of the Postmaster General. It stands near the summer home of the President. It is three stories high, with wide verandas all around that command a sweeping view of the Atlantic on three sides. At high tide, indeed, one may stand on the lawn and toss a pebble into the boiling surf. During

the rough weather in the fall of 1891 the sea beat over the wall and carried away a goodly strip of this same front lawn. Since then Mr. Wanamaker has had a much stronger and higher wall built. Between this wall and the surf is as fine a piece of beach as can be found on the Jersey Coast, and here the President and the Postmaster General, or any distinguished sojourners at the Summer Capital, may disport themselves like porpoises in the surf. Mr. Wanamaker's house is a substantial frame cottage, with a wide hall



THE COTTAGE AT CAPE MAY POINT.

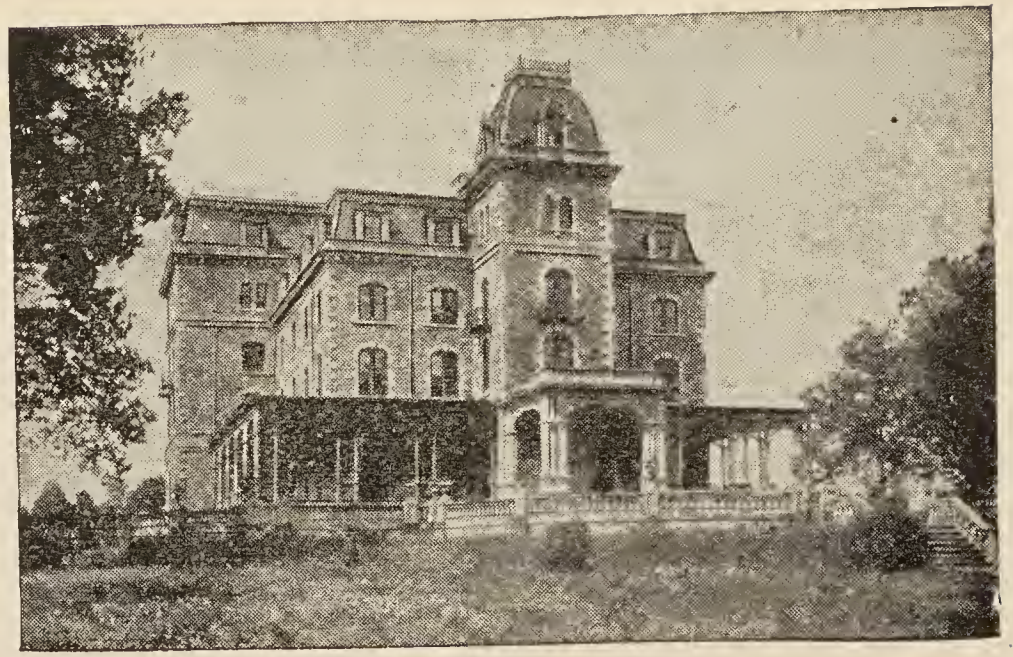
on each floor running clear through, with parlor and library opening off one side, and dining and breakfast rooms on the other. The upper portion is almost entirely devoted to sleeping rooms. The entire establishment is furnished with quiet taste, but elegant withal; and the inviting rooms have a restful, home-like appearance even to the most superficial observer.

But Lindenhurst! In the very heart of the Chelten Hills, rich in scenes not only of great natural beauty but also of deep historic import, there lies an irregular piece of land of about thirty-six acres, one mile southward from Jenkintown, Pa., bounded on the north by Washington Lane, on the south by the North Penn Railroad, and on the east by the Old York Road. It slopes rapidly up from the railroad, forming a rolling plateau cut up by shady ravines and thickly covered with stately trees. On the apex of a small hillock, screened from sight as one approaches from the west, stands a magnificent mansion. This is "Lindenhurst," the country seat of the Postmaster General.

Ten years ago the topographical appearance of the grounds had undergone no material change from the troublous times of a century



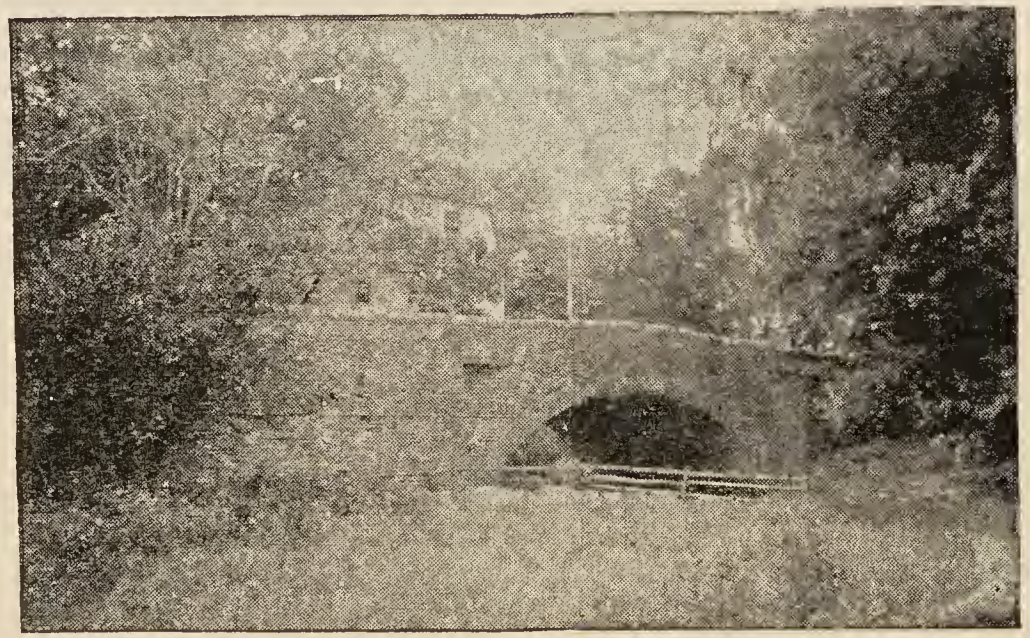
THE HARRISON COTTAGE AT CAPE MAY.



OGONTZ SEMINARY, JENKINTOWN;
Formerly Jay Cooke's Residence.



CHELTENHAM ACADEMY, JENKINTOWN.
Fanny Kemble's Former Home.



THE OLD ARCH OVER TACONY CREEK.

before, when the eyes of the infant republic were centered upon the locality where Washington, with his half-famished but still hopeful army, then lay encamped. The thirty-six acre plot, then known as "Mather's Place," was half arable ground and half dense woods. Chestnuts and oaks vied proudly with each other aspiring to the skies; and from their gnarled roots miniature rivers bubbled forth and ran riotously down the hillsides into the bosom of Tacony Creek. Further up, upon the banks of this quiet stream, the flower and pride of the Continental Army eked out a miserable existence during that wretched winter of 1777–78.



THE JAY COOKE MEMORIAL CHAPEL AT OGONTZ.

The rolling plateau lying between the York Road and the old road to Germantown formed an admirable lookout for the Continental outposts, and many a signal passed from there to the headquarters at Fort Washington, four miles above. Several skirmishes with King George's troops took place in that immediate neighborhood, and there still stands upon the Old York Road, almost within a stone's throw of Lindenhurst, a plain slab



THE ENTRANCE TO CHELTENHAM ACADEMY.

erected over the grave of a soldier killed in one of these encounters. The old road which bounds Lindenhurst on the north was used by Washington when his army marched upon the British at Germantown, and it was over the same thoroughfare that the Continental army, defeated but not disheartened, made its retreat. To this fact is due the subsequent naming of the road Washington Lane.

The Old York Road is not less prominent from an historical point of view. Old chroniclers say that commissioners were appointed by the Colonial Government in 1711 to survey and lay out this roadway connecting Philadelphia and New York; and it has been called the first turnpike in the entire country. That portion of the thoroughfare which cuts through Chelten Hills is skirted by several old buildings that have played prominent parts in the past history of the neighborhood. "Ivy Green," from time immemorial the mansion of the wealthy Shoemaker family, still stands on the easterly side of the road, with scarcely a change in any of the details which caused it to be known as the "handsomest house in the country," when John and Charles Shoemaker built it, over a hundred years ago. Many notable personages had been hospitably housed there, and the old gray walls, if they could only speak, would offer information never set down in books.



BOSLER'S MILL.

Tacony Creek flows at the foot of the lawn, and the old stone bridge which crosses it a few hundred yards distant is still an object of interest. The wide span of solid masonry, built in 1798, is a marvel of strength and beauty. On the left of the bridge, going north, stands the old Shoemaker Mill, now Bosler's, erected in 1744. This establishment, together with Mather's grist mill, a

mile or so above, contributed much to the support of the Continental Army during its encampment in the neighborhood. Mather's mill stood at the foot of the rolling plateau mentioned above for nearly one hundred and fifty years, being finally remodelled a decade ago to fit it for Mr. Wanamaker's electric light plant and power house. The three hundred acres lying to the south of the mill had been the property of the Mather family for two centuries, having been conveyed by patent of William Penn to John Russell in 1681. Russell's only daughter, Elizabeth, shortly after married Joseph Mather, in whose family the property remained for over a century, when it was split up into lots and sold. Mr. Wanamaker bought the thirty-six acres, embraced by the two highways and the railroad, ten years ago, and proceeded at once to lay out the grounds of a country seat which has since become the pride of Cheltenham township, — and of the entire county, for that matter.



MATHER'S MILL, NOW THE ELECTRIC PLANT.



AN ENTRANCE TO LINDENHURST.

The natural beauty of the land made artificial embellishment in some cases unnecessary; but Mr. Wanamaker spared no activity or

thought to make the place as beautiful as possible. Nature was improved upon here, or left in its primeval grandeur there; in one place a too precipitous hillock was levelled or a deep ravine filled up. The touch of art brought forth from the arid ground wide sheets of water and crystal fountains. The monarchs of the forest were spared whenever possible. The natural vigor of the broad lawns was intersected by innumerable shady footpaths, until the place became a veritable park of parks. And here is Governor



THE LAKE AT ONE OF THE ENTRANCES.

Beaver's tree, and there President Harrison's — the trees that they themselves have planted.

One approaching from the railroad station crosses a rustic bridge spanning a miniature lake, dotted with the graceful, snowy outlines of a flock of swans. The road, after leaving the bridge, plunges at once into a magnificent grove of trees, proceeding thence by a gentle ascent to the top of the hill. Turning a bend in the road, the visitor is suddenly brought face to face with the magnificent outlines of the mansion itself. A broad horticultural panorama

spreads away in the distance. The house itself is of the Queen Anne style of architecture, built of gray stone quarried on the grounds, with a roof of bright red tiles. Wide, breezy porches run around the entire house, commanding a grand view of all parts of the grounds — except where the envious trees spread their umbrageous screens. From that portion of the veranda adjacent to the main hallway one may obtain an unobstructed view of the most beautiful part of the grounds. The lawn spreads away like a seamless carpet



THE MANSION AT LINDENHURST.

upon which its numerous perfectly kept flower beds appear like inwoven figures. The waves of a large artificial lake dance between sloping banks, and swans and pleasure boats float upon its surface.

To the south the topographical formation is entirely changed. A tiny fountain plashes musically among ferns and water lilies, feeding a miniature stream, which like some Lilliputian cascade plunges over a series of small rocky ledges, swirls through little ravines, and finally subsides in a pool where gold fish sport under the shadow of a pretty rustic bridge. Over this a tiny footpath crosses and

passes through a shady summer house. One pausing here to rest is apt to forget the bustle and the turmoil of business and political life so potently exemplified in the great house a distance away behind the trees. There the architect has shown a master's hand. The huge door of the main entrance is like the gate of a mediæval castle, and one has only to imagine a moat surrounding the house to make the picture complete.

The opening of the door is not calculated to dispel the first



LOOKING FROM THE VERANDA.

impression. The elegance of the interior, seen in the soft light streaming through stained glass windows, is like a scene from the days of long ago. There is the broad hallway, with its tasselated floor and elegant furnishings, with antique chairs scattered here and there and with its high walls tastefully adorned with trophies of the chase. To the left, as one may enter, is the front drawing-room, spacious and comfortable and at the same time handsome. The floor of hard polished wood is covered with Oriental rugs, and the walls, furniture and other details are in perfect harmony. Hand-

some oil paintings adorn the walls; but one that is prized above all the others is that of the elder daughter, painted in 1888, by the celebrated Brozik in Paris. Adjoining this apartment is the dining-room, furnished throughout in dark, warm colors. The immense old-fashioned sideboard groans under its load of plate, while in another corner the most valuable of the family china, principally fine old Louis Phillipe, may be seen through the glass doors of

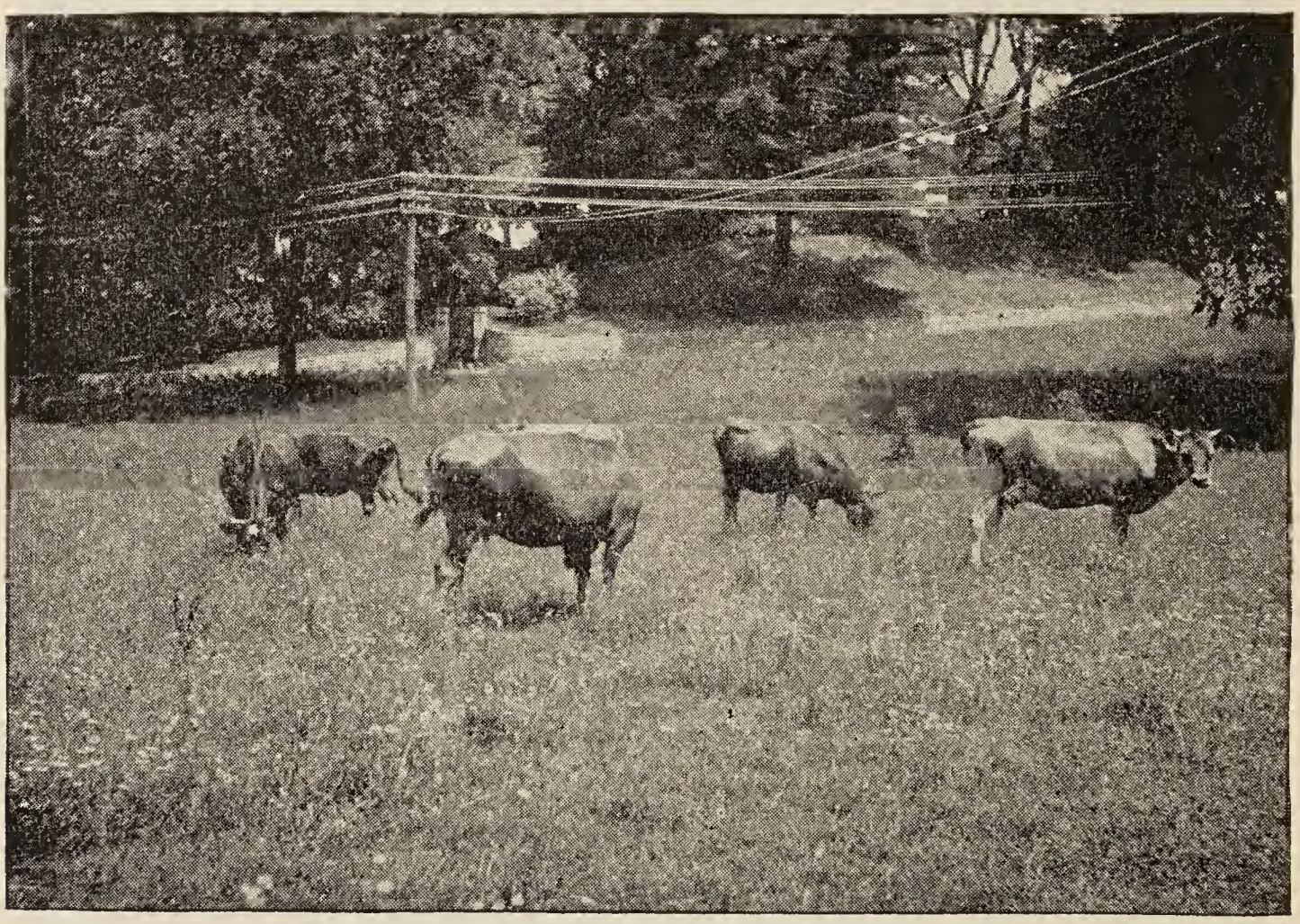


AMONG THE BOOKS.

walnut cabinets. The room is lighted from the west by a single window of stained glass representing Millet's famous painting "The Angelus." Over the broad doorway leading to the breakfast room are several specimens of art in stained glass depicting biblical scenes, each complete in detail and of great richness of coloring. The breakfast room, or conservatory, a symphony in pale blue and brown, finished in oak, looks to the south through deep windows. The mosaic floor is partially concealed by heavy rugs. The butler's quarters in the rear would afford hours of delight to the connoisseur

in fine china. The walls are entirely surrounded by large open cupboards containing many thousand pieces of Dresden and Limoges dinner-ware.

To the right of the large hallway is the library, an ideal apartment of its kind, with a huge open fireplace to make it cosey and warm in the winter, while it may be made equally as cool and inviting a retreat during the heated term by the opening of the low windows that face the wide sweep of lawn on the east. There the



ALDERNEYS IN THE WHITE WEED.

broad carriage drive winds its crooked course up the hill and circles gracefully under the arch of heavy masonry before the door. The most exacting bibliomaniac could not ask a greater boon than to be permitted to draw up his easy chair before any one of the many handsome bookcases lining the walls. They contain several thousand rare volumes upon all manner of themes. The fittings of the room are entirely of antique oak. Through the heavy curtains draping the rear door of this quiet alcove a view may be had of the comfortable home room, with its walls richly tapestried in golden brown and its highly polished hardwood floors, — the latter spread

with elegant rugs, and the former, as in the front drawing-room, thickly covered with paintings of rare beauty. There is one masterpiece in particular which catches the eye as soon as the visitor enters the room. It depicts a young girl, in whose face rests an expression soft and intellectual, seated gracefully in an easy chair, in a setting of palms and flowering plants. It is a portrait of the younger daughter, and in the corner appears the signature of the artist and the date: "M. de Munkacsy, 1889." The room is filled with articles of virtu, many of fabulous worth, no doubt.

Passing out into the hall again, and up the grand staircase, one reaches a broad landing, a sort of entresol, in the rear wall of which is built a magnificent organ. One passes on to the main landing, and so into the picture gallery directly over the lower hall. Rich oil paintings, delicate water colors, rare old etchings and engravings, with an occasional old print of centuries back, hang here in profusion. On either side are the main bed chambers, all harmoniously decorated in some favorite colors with hangings and appurtenances of the finest texture. One room in particular is worthy of especial mention. It is an *al fresco* study in pale blue with polished maple wainscoting and furniture, and with stained-glass windows of rich coloring and delicate design, bearing representations of the Good Shepherd and other religious subjects. The upper floor is also devoted to luxurious chambers, and above in the great square tower is the indispensable guest chamber. In the rear are the servants' quarters, together with a commodious nursery. The term nursery as applied to this apartment is rather a misnomer, inasmuch as those whose sanctum it once was have since abandoned it



THE STABLES AT LINDENHURST.

for the drawing-room and the delights and drudgeries of society. It is still an admirable lounging place, however.

The stable, a low, rambling structure built of stone similar to that used in the construction of the house, is directly in the rear of the chef's domain. Here ample accommodations are afforded for the blooded animals in which the master of the house, and all the members of the family, for that, take such interest. To the left of the stalls is the harness room, fitted up with plain oak closets



THE BARNS AND THE GREENHOUSES.

with doors of plate glass. To the right is the carriage room, where the half dozen or more family turnouts are housed. But his horses are not the only specimens of the brute creation which Mr. Wanamaker likes to have about. He has a herd of thoroughbred cows, small as to numbers, it is true, but decidedly large as far as money value is concerned. There is just a round dozen of them, all full-blooded Alderneys, Jerseys and Ayrshires, with pedigrees as long as their tails. According to old John Getty, whose sole task it is to care for them, they recognize their great importance and are

always well behaved, giving on an average about one hundred and twenty quarts of milk a day, all of which is used in some form or other at the big house on the hill. The barn is a particularly roomy structure, fitted up with all modern improvements; and it stands on the edge of a large pasture lot not far distant from the dairy. The latter, perched upon a bed of rock in a cool valley, resembles nothing so much as an Alpine cottage. The walls are of rough hewn gray stone, covered by a low shingle roof. The interior is as clean and sweet as one could imagine. The tassellated floors, and the cream-colored wainscoting of tiles, surmounted by pale blue walls and ceilings in the interior, go to make up a very pretty picture. Here old John Getty makes the many pounds of rich butter for the folks at Lindenhurst and for the household in Washington.



THE NATATORIUM AND BOWLING ALLEY.



RODMAN WANAMAKER'S HOUSE.

South of the dairy stands the natatorium and ten-pin alley recently erected. The building is two stories high; the first floor is occupied by a swimming pool a hundred feet long. The tank is lined with

white tiles, over which a clear stream of limpid water runs, after being warmed to a comfortable temperature by a boiler in the cellar. Electric lights make the place bright at night. Friends of the family frequently run out from the neighboring city to enjoy the delights of this retreat. The spirit of progress has also shown itself in another portion of the grounds. Near the entrance to Lindenhurst the old grist mill of Isaac Mather stood as a landmark for over a century, until finally compelled to give way before the march of modern improvement. Where the old-fashioned mill stones once



THE HATTIE WANAMAKER MEMORIAL CHAPEL.

ground grimly the farmer's grain, more modern machinery now rattles and whirs to supply water and light to the mansion. The power house also supplies Mr. Rodman Wanamaker's residence on the road above. This latter house stands on the brow of a hill and from the front porch can be seen the tower of Lindenhurst across the intervening valley.

An admirer of Mr. and Mrs. Wanamaker wrote recently:

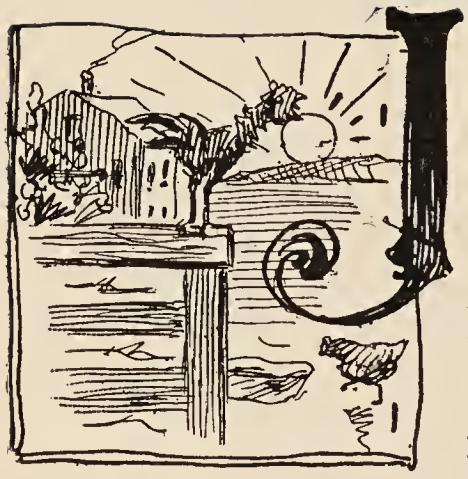
"There is a part of the life of the Postmaster General known to but few of those who see him as politician or business man; it is his home life. Always Mr. Wanamaker has made a point of leaving his business cares behind him when he entered his home, and doing this has kept him young and given when there his happy, thoughtless moments. It is no unusual sight to see the Postmaster General running nimbly over the lawn of his beautiful home at Jenkintown, a crowd of laughing young people in hot pursuit; and a lively chase he leads them, before he is caught,— if he is caught.

"This country home, you know, is particularly dear to both the Postmaster General and Mrs. Wanamaker, and there the happiest hours in his busy life are spent among the flowers and trees and birds. It is his custom, when at home, to rise early each morning and spend a few minutes at least walking about the grounds. He says it makes the day easier when he carries some of the morning freshness into his office with him. For every one, from the old flagman at the station to the dogs about the place, he has a kindly greeting when he meets them, and they all feel better for having seen and spoken to him.

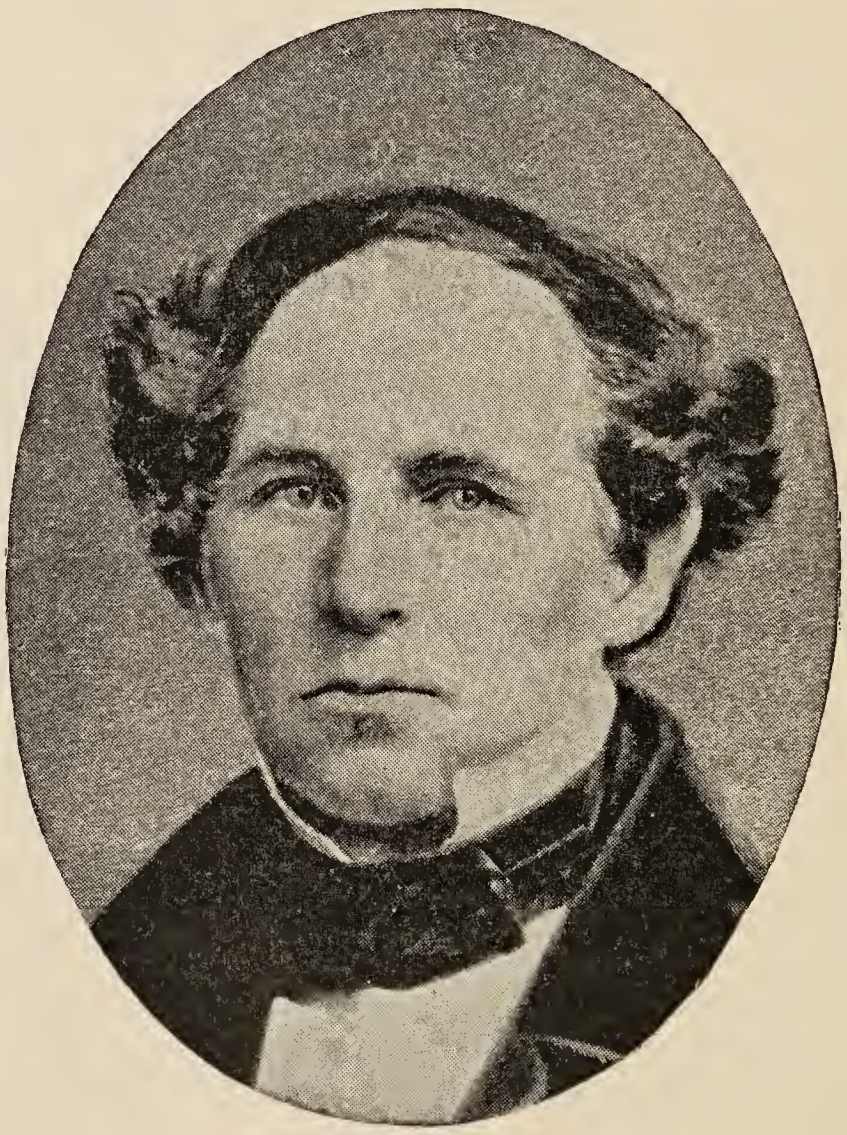
"It is a custom of Mr. Wanamaker's to invite his Bible class each year to spend a day with him at Lindenhurst. This day he keeps free from business, and he gives his whole time to the entertainment of his guests, many of whom never see the country at any other time and look forward to this visit from year to year. The beautiful grounds present a most festive appearance upon this yearly féte day; swings hang from the trees and games of tennis and croquet dot the lawns, while everywhere groups of happy people wander about, to many of whom, as one old woman once remarked, 'It seems like Paradise.' They have a dinner in the woods and a short talk from the host; and then they go home in the cool of the evening to look forward to next year, when they will enjoy it all over again."



A START IN LIFE.



JOHN WANAMAKER was born in 1837 in what is now the southwestern section of Philadelphia. This principally comprises the twenty-sixth ward, but at that time it was called the Neck, from the fact that it lay between the Schuylkill and Delaware Rivers. On his mother's side John Wanamaker was descended from the Kochersperger, a Dutch Huguenot family. His maternal grandmother's name before her marriage was Deshong. The Kocherspergers came to Pennsylvania from Holland in the latter part of the eighteenth century, and settled on a farm near Darby, Delaware County, Pa., now a pleasant Philadelphia suburb on the Philadelphia, Wilmington & Baltimore Railroad, about six miles out of the city. When the Kocherspergers settled at Darby it was a farming country almost entirely unimproved. The great-grandfather Wanamaker, and the grandfather also, whose name was John, came from Germany and settled on a farm in Hunter-



NELSON WANAMAKER.

down County, N. J., where they lived for several years. Here the grandfather married, and he afterwards went west and settled in Ohio. Four children were born to them there. Nelson, the Postmaster General's father, was the youngest. There the good grandmother died. The grandfather returned with his four children to Philadelphia and settled in the Neck, where he established a brickyard. John Wanamaker, the elder, was a tall, austere-looking man, but of a most kindly disposition. He was noted among his neighbors for his rugged honesty and just business uprightness.

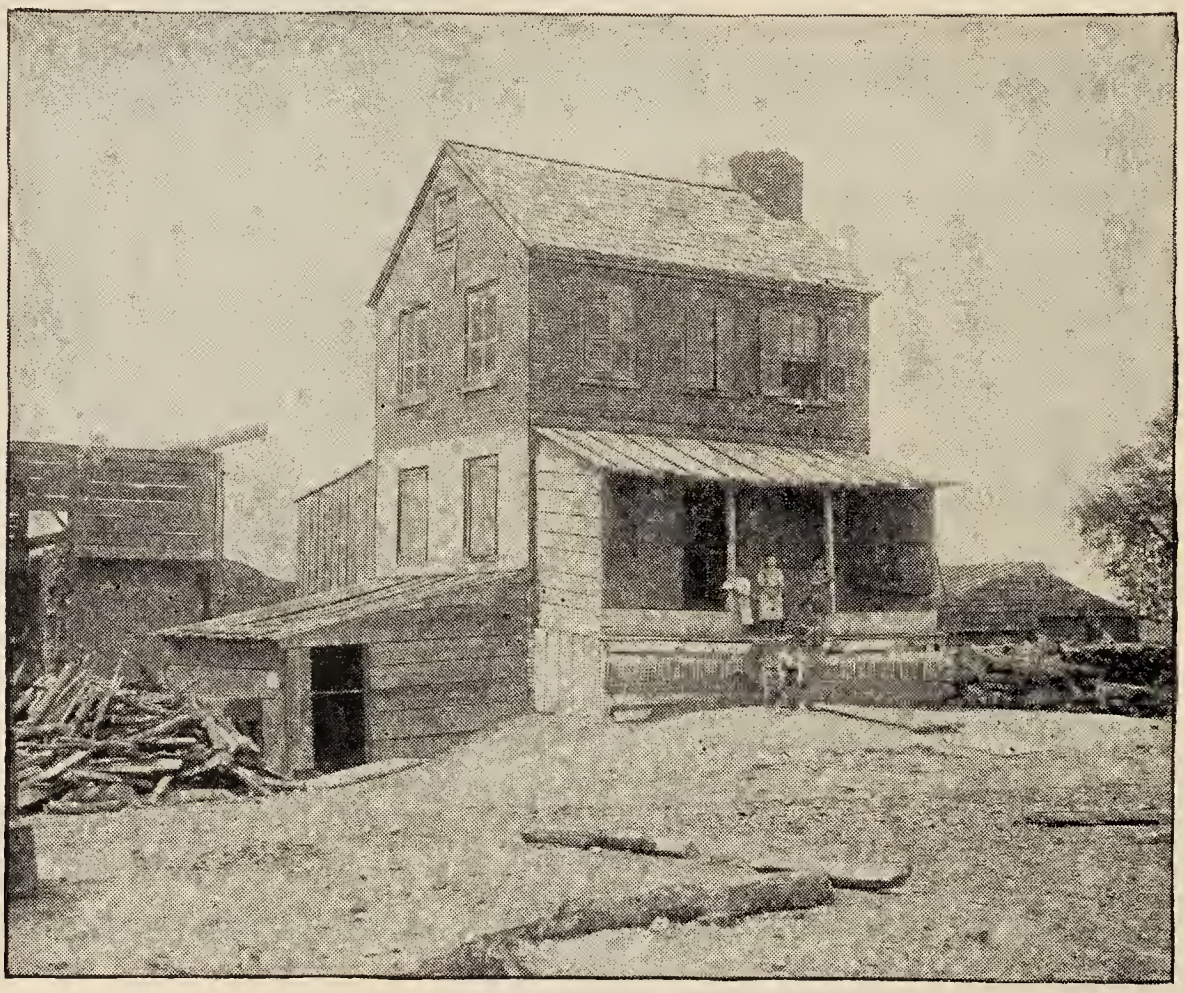


THE POSTMASTER GENERAL'S MOTHER.

In the meantime Nelson Wanamaker married Elizabeth Deshong Kochersperger, and on July 11, 1837, their first child, John, was born. Nelson Wanamaker and his father continued in the brick-making business until 1849. Then the father sold his interest in the brickyard to John Hallowell, and went with his wife and a son and daughter to a small settlement that had no name in those days, about six miles from Warsaw, Ind., in Kosciusko County. It is now Leesburg. He settled on a half section of land, having purchased it of a man named Metcalf. He had been in Indiana but a short time when he sent for his favorite son, Nelson, who also sold his interest in the brickyard to John Hallowell and started West with his wife and five children. John Wanamaker was then about twelve years old. The journey required nearly a month of time. It had to be accomplished by canal or by stage over primitive corduroy roads. Nelson Wanamaker was dissatisfied with the change when he found that the only educational possibility was a log

schoolhouse a long distance from their home, and that sessions were held only a few weeks in the year. And his wife was homesick. So, the next year, after a stay of about ten months, they all packed up their belongings and came back. The grandparents remained, however, and died at Leesburg.

"I came to this country," said an old settler in Leesburg not long since, "just forty years ago. John Wanamaker, grandfather of the present Postmaster General, died a year or two before I came here.



THE BIRTHPLACE OF JOHN WANAMAKER.

I remember that in connection with farming he preached the Baptist doctrine, and delivered his sermons at different points about the neighborhood. He was considered an excellent preacher, and a good farmer besides. He located at Clunette, or about one and a half miles west of that village, and just seven miles west of Leesburg. Clunette at that time was called North Galveston. The old homestead is still there. The children of the grandparents have scattered to different parts of the country, and none remain here except a daughter, Susan. Susan is a step-aunt of the Postmaster General. She married Jesse Crabb, and came into possession of

the old Wanamaker homestead, which they now occupy, and they are in well-to-do circumstances.

"After the grandfather died and the estate was being divided, the Postmaster General came here twice to look after his interests. He remained several weeks at a time. He was about twenty-one years old. He was very fond of his grandmother, and showed her every attention. I can imagine that I see him now, with his gentle attention to 'Gran'ma Lizzie,' as he called her. The affection was reciprocated, and the two were together much of the time. Everybody liked young John. There was nothing rough about him; you see, when he talked, his voice was mild and kind, and his frank manner made him the friend of everybody."

The little cemetery lies at the western edge of Leesburg. Marble monuments stand at the head of the graves of John and Elizabeth Wanamaker, and over the grave of Sarah, the daughter who died at three, snowdrops blossom.

After Nelson Wanamaker returned to Philadelphia, he again lived in the same house at Long Lane and Buck Road that he occupied before going West, and he bought back his interest in the brickyard. John was now sent to a school in the neighborhood, called the Old Landis School. He went there until the teacher, John Neff, said to the father:

"It is no use to send John to me any more; I have taught him all I know."

This was all the schooling (to be had in schools) that John Wanamaker ever had.

Nelson Wanamaker not long after disposed of his Philadelphia business and moved to Chambersburg, Pa., taking his four youngest children. John and William, being then young men, remained in Philadelphia. At Chambersburg the father engaged in brick-making for a brief period prior to his death. This occurred in 1861. The widow and her two youngest children returned to Philadelphia and lived with the grown-up sons for a while, but before long John Wanamaker bought a substantial brick house at Thirteenth and Mt. Vernon Streets for his mother, and there she lived until her death.

The work the Postmaster General used to do in the brickyard was before and after school hours. As he himself has said:

"I would turn the bricks on their edge to let them dry, but I never worked in the brickyard regularly. The first money I received was seven copper cents, which seemed to give me an idea that if I was ever to do better than my father, I would have to learn how to save."

Oftener, perhaps, the boy played, as any boy would do, among the kilns. The Wanamaker brickyard was a great resort for the Neck boys, and it is related that when the kilns were fired they had fine times. The truck farmers' sons, it is whispered, even pur-



NELSON WANAMAKER'S BRICKYARD.

loined potatoes, watermelons, and corn from their fathers' fields, and took them to the kiln house; and in the meantime, if the night was dark and the brick-burners had made a raid upon some neighbor, the broiled chicken made a feast which everybody enjoyed. Some go so far as to say that on one occasion a kind-hearted woman unsuspectingly loaned the revellers her cooking pots, into which they popped the chicken which they had stolen from her own henhouse.

At the end of the brickyard was a frame schoolhouse, presided over by an old-fashioned schoolmaster named Simpson. He was a queer character; and, although not much of a teacher, was power-

ful at either end of a birch rod. He conducted spelling bees, with his boy and girl pupils ranged on opposite sides. The words were given out to the girls first, and when one proved too difficult for them, it was passed over to the boys; and, startling to relate, the first boy who spelled it correctly was permitted to kiss all the girls! The 17th of March was always a holiday, for Simpson was a devout worshipper at the shrine of Saint Patrick. On that morning he always came to the school with a big codfish under his arm, and the Neck boys provided a plentiful supply of potatoes. The codfish was cooked in a big iron pot, and the potatoes were roasted in the ashes. Then schoolmaster and pupils partook of the feast.

A great many of the brickmakers' helpers were Africans; and it is a fact not generally known that a native American party was originated in the Neck to defend these men, as well as those of their race employed on the truck farms. In September, 1848, a big crowd of coalheavers from the Schuylkill wharves, armed with clubs and knives, made a raid on the Neck for the purpose of exterminating the colored men. The first place they visited was Landreth's nursery. Here they attacked an innocent, inoffensive old man, who was at work with a man named Daniel Leahy loading weeds. Leahy begged piteously for the old man's life, but they nearly beat him to death. The shouts and yells of the rioters alarmed the colored men in the Wanamaker brickyard and on the neighboring truck farms, and they fled deeper into the Neck and concealed themselves in hedges and swamps, where they lay for days, being fed by their white friends until they were induced to return to their homes. John Wanamaker's grandfather was always a friend of these people and at this trying time kept a dozen or fifteen of them concealed in his house. A colored man employed by Robert Dunk, who owned the old Alberti place, had been warned by a white man at Lombard Street wharf that morning of the uprising. He had just reached home when the mob attacked Landreth's nursery, and hearing the yell and the old man's cry of "murder," he rushed to the barn and concealed himself in the straw mow. Through a knothole in one of the boards he told his employer's son Charles what he had heard. Then it was that the "Neckers" organized to defend their employees. The mob retreated.

The present Postmaster General did not join the other boys much

in their rough and tumble sports or boyish pranks. His greatest delight seemed to be in "tinkering" with a few carpenter's tools, making various things according to his youthful fancy; some worthless, others, such as a pigeon house or perhaps a chicken coop, of more practical value.

When John Wanamaker was in his fifteenth year he went to work as an errand boy in the general publishing house, at No. 439 Market Street, of Messrs. Hayes & Zell, — the Zell of encyclopædia fame. His pay was $1.50 a week. On drawing his salary on Saturday nights his almost invariable custom was to buy a book or article of some kind for his mother. It is told of him that, when he was sent on an errand or sent to the performance of any other work, no fire bells nor circus bands could turn him for an instant from his duty. Another lad was employed at Hayes & Zell's at the same time and was his direct opposite in character. Mr. Hayes went to the war. When the war was over he strolled down Market Street with a friend. Stopping at Sixth Street, he inquired whose store it was there. He was told it was John Wanamaker's.

"John Wanamaker," he repeated, "well, I knew he would make a man."

The stroll was continued as far as the river front. There, lying half asleep and stupid from intoxication, lay a man between two big boxes. Mr. Hayes caught sight of the face and started back. He looked again.

"There," he said, "as sure as I live, is the other boy who worked in my place when John Wanamaker did."

But the book business was not satisfactory, and after being with Hayes & Zell a few months, John Wanamaker left them. He now went to see about a position with a notable clothier, Joseph M. Bennett, then proprietor of the shop at 518 Market Street, called Tower Hall. Young Wanamaker's reason for selecting a clothing store was, as he said, because it was a business that had possibilities of great growth; and also it seemed to lead up to the dry goods business. This same Mr. Bennett was a distant relative by marriage, and at that time he knew the Wanamaker family intimately. In fact, he seemed to be the confidential adviser of Nelson Wanamaker, and at one time, when the latter was seriously ill, he sent for Colonel Bennett to draw up his will. The cordial relations

existing between the two families of course led Mr. Bennett to take interest in the boy who now went to work in his store. Colonel Bennett said recently:

"John was certainly the most ambitious boy I ever saw; I used to take him to lunch with me, and he would tell how he was going to be a great merchant. He was greatly interested in the temperance cause, and had not been with me long before he had persuaded most of the employees in the store to join the temperance society in which he was interested. He was always organizing something,—seemed to be a natural born organizer. This faculty is probably largely accreditable for his great success in after life."



REV. JOHN CHAMBERS.
(From a Memorial Window at Lindenhurst.)

As the young man showed great aptitude for business, Colonel Bennett soon gave him charge of the men's furnishing department, allowing him to buy goods for that part of the business. But after working here a few years, his health failed. Life was beginning to look serious. The young man became a convert and joined John Chambers' Presbyterian Church, at the corner of Broad and Sansom Streets. At this time, too, he had thoughts of entering the ministry.

"I was on my feet too much," as he has said, "running upstairs and downstairs, and finally I took to spitting blood and was sent out to Minnesota as a probable consumptive. When I returned from Minnesota, with the serious thoughts of one likely to die, I became a convert and joined the Presbyterian Church. I liked the ministers, and like them yet. In those early days I made speeches in the Association and in the Sunday school, and would have become a minister, but the idea clung to my mind that I could accomplish

more in the same domain if I became a merchant and acquired means and influence with fellow merchants."

The young man presented himself for enlistment in the army, but there was the threatened illness, and he was rejected.

Up to the year 1861 John Wanamaker had saved $1,900. He now induced Nathan Brown to go into business with him. He was the son of Thomas Brown, a highly respected, old-time Philadelphian, whose daughter Mr. Wanamaker married. She saw him through his struggles, and then, in his prosperity, made it count for the happiness of her children and her friends, and for hundreds of the unknown here and there who needed help.

The two young men rented a small store at Sixth and Market Streets, and on Feb. 23, 1861, each put $2,000 into the business. They called the firm Wanamaker & Brown, and their establishment the Oak Hall Clothing Bazaar. Their first bill for store fixtures, on April 2, 1861, being $375, made a great hole in their little capital; and a bill of goods from a cloth firm for $739.94 made another serious inroad on the cash balance. Five people were employed, mostly very young men, except Mr. John Houghton, who was a trusted employee at Tower Hall and was induced by Mr. Wanamaker to leave that prosperous establishment and cast his fortunes with the new house at the then large salary of $1,250 a year. He was the first man employed by Mr. Wanamaker, and to this day he holds an important position at Oak Hall, though all connection of his old employer with Wanamaker & Brown ceased years ago.

On Monday, April 8, 1861, the firm of John Wanamaker & Nathan Brown, trading as Wanamaker & Brown, opened their doors for business at Sixth and Market Streets. There was no crowd of customers outside waiting for the doors to open; in fact, people going down Market Street that morning simply glanced at the new sign without pausing; and some of the most skeptical shrugged their shoulders, as if to say:

"Humph! they'll soon close up; there are too many clothing stores in town already."

They did not understand the indomitable perseverance of the head of that youthful firm. Finally a confiding one dropped in and decided to leave his measure for a coat. On Tuesday, the 9th, the head of the concern decided to go to New York to buy a stock

of ready-made goods. He took John Houghton with him. They went over on Tuesday evening so as to be there early Wednesday morning, and both occupied the same room in order to save expenses. All day Wednesday they tramped up and down lower Broadway and the cross streets in which clothing manufacturers were located, looking for some one to trust them for a bill of goods. It was all in vain. Business seemed to be in a more or less chaotic condition; the air was full of rumors of secession, and talk of an open attack on Fort Sumter was heard at every street corner. That night the two men went to bed footsore and weary, but still hopeful. Early the next morning Mr. Houghton was awakened by Mr. Wanamaker, who said:

"John, we'll buy a bill of goods to-day, if we have to pay cash."

They finally found a man who was willing to sell them a few hundred dollars' worth of clothing on thirty days' time, — a period in those days not considered much better than spot cash. The two men then returned to Philadelphia.

Although the store was opened for business on April 8, their opening advertisement did not appear until April 27. It was in the *Public Ledger*. On the first page at different places were six modest little paragraphs, altogether aggregating only twenty-eight lines. The first one said:

"Oak Hall Clothing Bazaar opens to-day, southeast corner 6th and Market Streets."

And in another place appeared:

"Oak Hall Clothing Bazaar, southeast corner of 6th and Market Streets.

"Wanamaker & Brown desire to say to their friends and the public generally that they open to-day with an entire new and complete stock of ready-made clothing, and having purchased their goods under the pressure of the times at very low rates, will sell them accordingly."

All during the war the business prospered; each year they accomplished more than the preceding year. Success finally led to the establishment of a store for high class clothing and tailoring at 818 Chestnut Street, under the firm name of John Wanamaker & Company. On Monday, April 5, 1869, this place was opened for business. It was successful from the start. After a few years the firm was changed to S. M. Wanamaker & Company, John Wanamaker's brother Samuel being at the head; and the establishment is still one

of the leading Chestnut Street clothing stores. The Postmaster General's connection with this firm, too, ceased years ago.

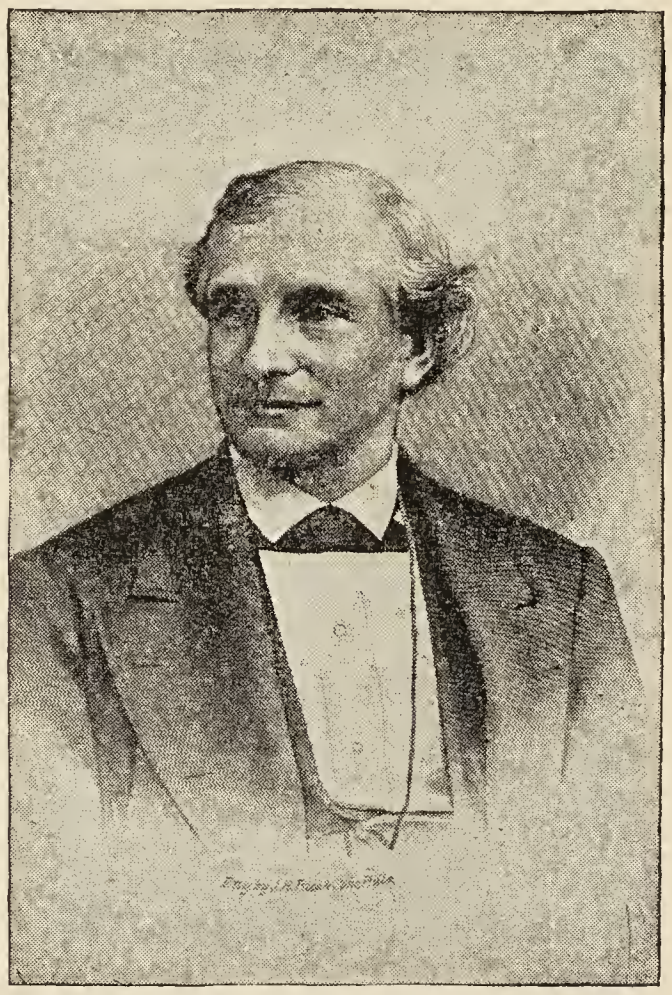
The volume of business done at the two stores was enormous. Goods were bought in such quantities that they could be sold at lower prices than were ever known. "Wanamaker clothing" became famous. It was now thought that business could be carried on advantageously by establishing branch stores, so in 1872 a store was started in Pittsburg as Wanamaker & Brown's. Branch stores were also established in Baltimore, Richmond, Memphis, St. Louis and Louisville; but after a time they were all discontinued or sold to their different managers, and Mr. Wanamaker devoted his energies exclusively to the Philadelphia business. After the Chestnut Street store had been running four or five years, Mr. Wanamaker again determined to "spread out," as it were, and an opportunity such as he had been looking for soon presented itself. Mr. Wanamaker referred briefly to this great departure of 1876 in a recent conversation with Mr. George Alfred Townsend, thus:

"About 1874 the Pennsylvania Railroad offered for sale its freight depot at Broad and Market Streets, as the erection of the public buildings there was an obstacle to running in their tracks, and they retired two or three squares to the west. The idea came to me that it was the greatest situation for a large store, but I was perplexed and frightened at the idea of making such a purchase. I could afford it, but with our Pennsylvania caution it seemed like almost a reckless thing to do. What am I to do with my two other stores? I thought; and then it occurred to me that at my place at Chelten Hills I had once planted, after removal, a line of trees, and that two of them died because they were too old to transplant. I thought to myself that perhaps the business places I have are too old to transplant, and I let them stay and took up the new undertaking as a third operation. There began my establishment. The ground cost me upwards of $500,000. They said when I began that I was going to close up all the merchants in Philadelphia and be a tyrant of the trade. The contrary result has happened. The stores all around me and throughout the city have multiplied and are better. At times we have them counted to note their increase. The fact was that business in Philadelphia had gone along in the same ancient way so long that innovation was almost a duty."

This is too fast, however. There was the religious development and work in the future Cabinet officer's life. That went on with the business, practical growth of the man; and it was practical, and aggressive, and business-like also. Rev. John Chambers, the noble North Irish man, into whose church and heart the young shopkeeper went so early, always influenced his younger and his older

life. His Christian Association work soon began. Early in the year 1854, the Association established itself in a small room on the south side of Chestnut Street below Seventh. Interest in the movement increased so rapidly there, that it soon became evident to President George H. Stuart that a paid secretary was a necessity. The name of John Wanamaker, the young clothing store clerk and one of the most active members of John Chambers' Presbyterian Church, was proposed to him and favorably received. The only objection was the lack of funds to pay the new secretary's salary of $1,000, but President Stuart said:

"If you can secure the man and he is fitted for the place, I will see that his salary is paid."



GEORGE H. STUART.

And so, early in the history of the Association, Mr. Wanamaker entered upon his duties as its first salaried secretary. The young secretary's talent for organization soon became apparent, and the Association flourished accordingly. For years he performed the duties of secretary, finally succeeding Mr. Simmons in the presidency. At that time a movement for more commodious and elegant quarters was on foot, and Mr. Wanamaker turned most of his attention to that subject. The property at Fifteenth and Chestnut Streets was purchased and the present magnificent building erected at a cost of $500,000, of which amount Mr. Wanamaker contributed much personally, and secured more through his influence with wealthy friends. In 1876 the building was completed, bearing a debt of $200,000. In the winter of 1887, again through the efforts of Mr. Wanamaker principally, the building was freed from all incumbrances. Seven or eight years ago Mr. Wanamaker severed his active connection with the Association, although he is still frequently consulted on matters financial.

Then there was the Christian Commission work. The young protege of Chambers and of Stuart had not been permitted to go to the front, but he helped to organize and to realize an admirable, grand support and succor for the thousands of the soldiers. The Christian Commission was formed through the efforts of the international committee of the Young Men's Christian Association, of which George H. Stuart was chairman and John Wanamaker secretary, who decided to summon an informal convention of the American Associations to meet in New York on November 14, 1861. This extraordinary convention, over which George H. Stuart presided, was in session for two days. A committee appointed to prepare and present the business for its action, — the members being Messrs. Demon, Vernon, Wanamaker, Maniere, Baird, Collyer and Stuart — reported the following resolution whch was adopted unanimously:

"That it is the duty of the Young Men's Christian Association to take active measures to promote the spiritual and temporal welfare of the soldiers in the army and the sailors and marines in the navy in coöperation with the chaplains and others.

"Also, that a Christian Commission, consisting of twelve members, who shall serve gratuitously, and who may fill their own vacancies, be appointed to take charge of the whole work."

The superb agitations and successes of Moody and Sankey of course attracted the attention of religious Philadelphia; and in the fall of 1875 great desire was expressed in the city of Brotherly Love to hear the great revivalists. At the largest ministerial meeting ever held in Philadelphia, in the lecture room of the Arch Street Methodist Church, Rev. Dr. Harper presiding, it was unanimously decided to extend a cordial invitation to Moody and Sankey to visit Philadelphia. A committee of ministers, with Doctor Newman as chairman, was appointed to attend to the spiritual part of the work; and a committee of laymen, of which George H. Stuart was chairman, was constituted to superintend all business matters connected with the proposed meetings. Mr. Stuart at the time declined serving on account of failing health, but Mr. Moody, who was then the guest of Mr. Wanamaker, hearing of it, insisted on his serving, saying that he would pray for his restoration to health; and he at last decided to serve.

At the first meeting of the business committee the first question

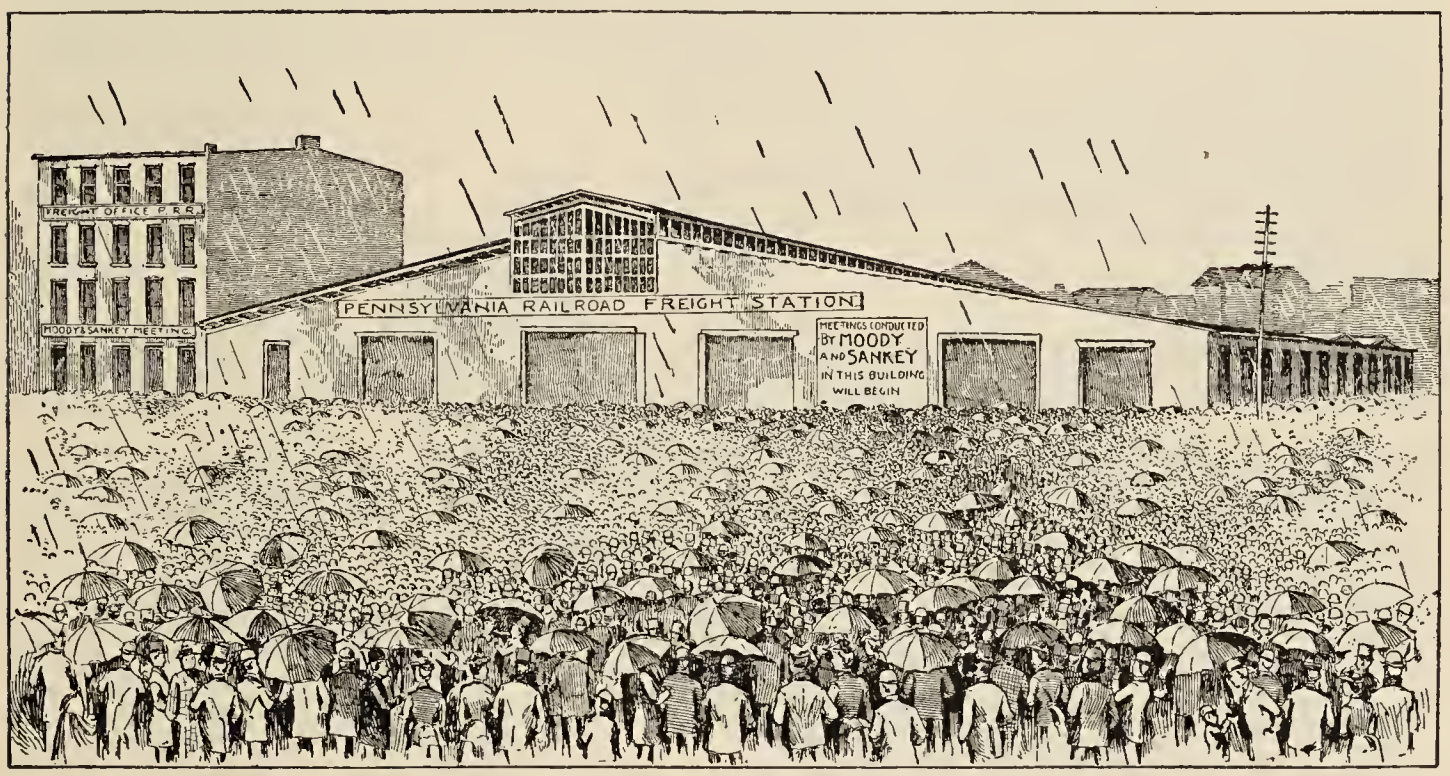
naturally to arise was: Where could a suitable hall, with a central location and large enough, be found to accommodate the immense throngs everywhere being drawn to the meetings of these eloquent evangelists. Various halls were named, including the Academy of Music, but Mr. Stuart insisted that none of these was of sufficient seating capacity to warrant bringing the evangelists to Philadelphia, and that money must be raised necessary to erect a special building for their use. He thought, however, of the old Pennsylvania freight depot. He knew that Mr. Wanamaker had been negotiating for its purchase, but that his offer had not been accepted. Application was now made to Col. Thomas A. Scott, president of the Pennsylvania road, to know on what terms he would rent the building. He replied: "One dollar a year with repossession on thirty days' notice." Mr. Stuart cabled this to Mr. Wanamaker in Europe; he replied that he would start for home at once. He soon purchased the old depot and granted the committee the free use of it as long as it was desired. This building extended from Market Street 373 feet to Kelly Street, a small thoroughfare near to and running parallel with Chestnut Street, and from Thirteenth to Juniper Street 250 feet.

A large amount of money was quickly subscribed in order to prepare it for these meetings; an architect was employed, and two hundred workmen were at once set to work making the necessary changes, and the alterations were completed and the building ready for occupancy by November 20. The vast edifice was fitted with a complete interior structure to deaden the noise from the street. The main audience room had a seating capacity of 8,904 people; at the back end was the speaker's platform rising in tiers, with a seating capacity of 1,304, and there were 752 chairs in the committee rooms. These 10,960 chairs Mr. Stuart had shipped from Connecticut at a cost of twenty-eight cents a chair, probably the largest lot of chairs ever bought at one time in this country. Two thirds of the way forward the floor gradually rose to the front of the hall, enabling everyone in the audience to hear and see the speaker. In addition to the main audience hall there were three large inquiry rooms, and a vestibule thirty-three feet wide ran around three sides of the building, from which there was egress by ten feet doors opening upon Market, Thirteenth and Juniper Streets. The three large



THE OLD PENNSYLVANIA FREIGHT YARD.

doors opening from Market Street, with the vestibule thirty-three feet wide running the width of the building, was the place of entrance, and the four large doors opening from the vestibule into the main aisles running the length of the hall were the doors of admission. There were four cross aisles six or eight feet wide, and four main aisles eight or ten feet wide, as well as a wide aisle running clear around the audience room. Speaking tubes gave immediate communication between the chief usher and his three hundred assistants, and between his platform and the speaker's platform, as well as the central police station, there was telegraphic

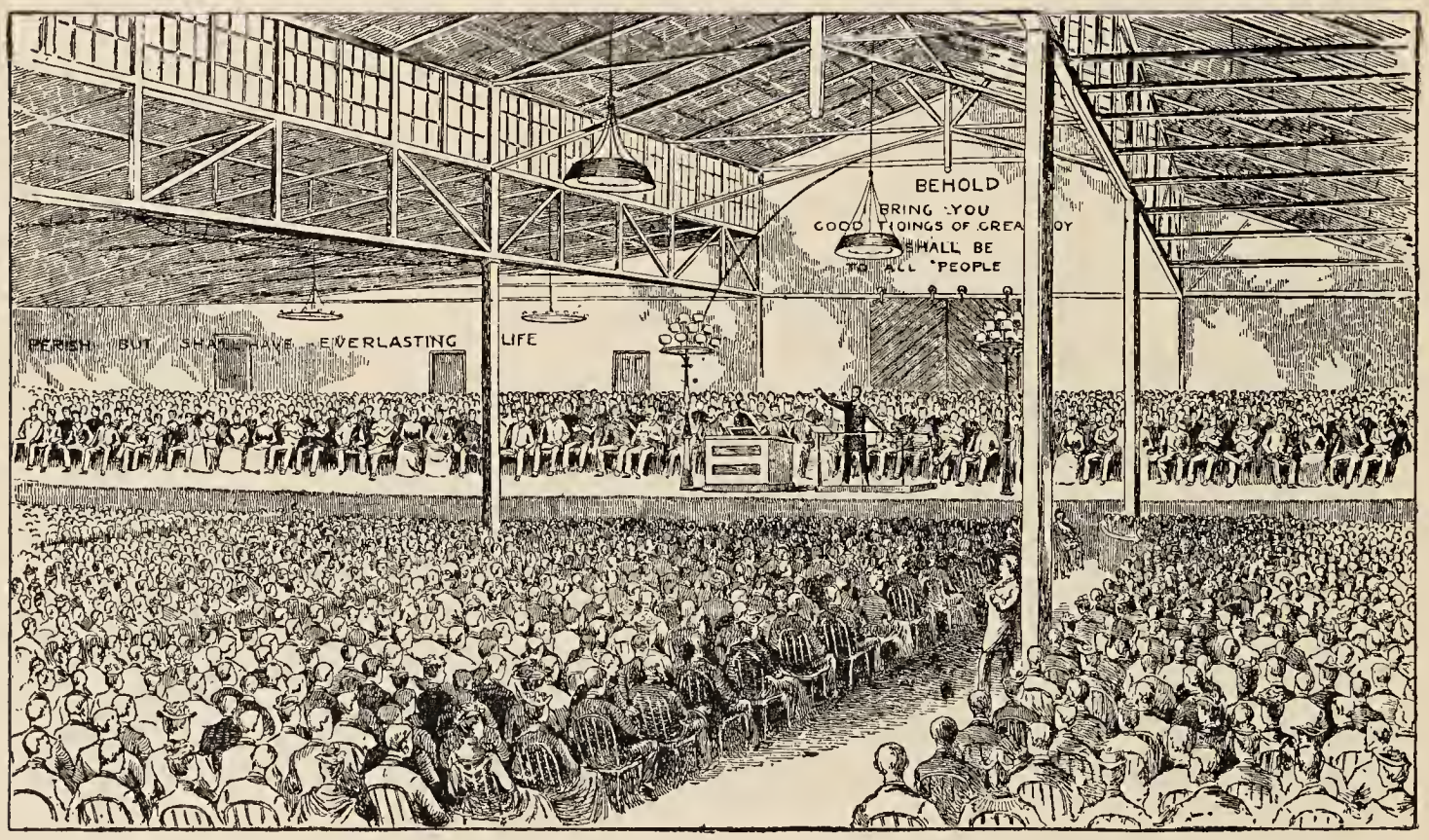


CROWDS AT A MOODY AND SANKEY MEETING.

communication. The acoustic properties of the hall were admirable, and Mr. Moody could be heard plainly in any part of the building. The building was heated by steam supplied by a one hundred horse power boiler. It was lighted by eleven large reflectors down the centre of the hall, and sixty rings and a number of parallel jets running around the building, making in all about one thousand burners. The interior was tastefully painted, the prevailing colors being red and blue. Daylight was admitted, and abundant facilities for ventilation were obtained by large skylights in the roof. A corps of three hundred men volunteered to act as ushers to seat the public.

Mr. Stuart used to tell an amusing incident in regard to the size of the place. He would say:

"While I was superintending the work of preparation on a cold day in October, the building being unheated, one of our prominent ministers happened to come in, and asked me how many seats were being provided. When I told him the number, he expressed great astonishment, saying, 'Why, Spurgeon could not fill these chairs on every week night but Saturday; and do you expect Moody to fill them?' I told him that I did. Shortly afterwards this same minister said to a friend of mine, after relating the circumstances referred to, that he never before thought I was a fit subject for an insane asylum. While the doors were closed on a cold winter night in January, and orders had been given to allow no other person to come in, the house being crowded, this same minister knocked at the door and had his card sent up to me on the platform, with a request that I would have him let in, which I did."



INSIDE THE MOODY AND SANKEY AUDITORIUM.

On Friday evening, November 19, the building was opened for examination by the ministerial and executive committee of arrangements. Everything was pronounced in readiness for the meetings, the first of which was held on Sunday, the 21st. The meeting was announced for eight o'clock in the morning. Long before that hour the rain began to fall, and by seven o'clock was coming down in torrents. It was hardly to be expected that a large audience could be collected at that early hour under the circumstances, but one who walked to the place of meeting with the idea that there would be abundance of room quickened his pace as soon as he reached Market Street, for both pavements were filled with people for several blocks, all directing their steps toward the

old freight depot. The Thirteenth, Fifteenth, Twelfth and Sixteenth, and other north and south lines of passenger railways, had put on an extra number of cars, and each one as it arrived discharged a full load on Market Street. At half past seven the front half of the auditorium was completely filled, and by a quarter before eight only a small portion of the rear of the room remained empty. The chief of police, with a squad of officers, was there, and they assisted the ushers in instructing the new arrivals which entrance to take. On the platform was seated the choir of three hundred voices, trained by Professor Fischer, and a large number of clergymen of various denominations. Mr. Moody's reading stand was placed in the middle of the front of the platform, and consisted simply of an open framework containing a book rest. A cabinet organ stood beside it at the right of Mr. Moody. Places were provided for the representatives of the press, both local and special. At the rear of the stage a large canvas was hung, on which was inscribed the text:

"Behold, I bring you tidings of great joy, which shall be to all people."

On the wall of the Juniper Street side of the building, and running the whole length of the room, was the text:

"He that believeth on the Son hath everlasting life; and he that believeth not the Son shall not see life, but the wrath of God dwelleth on him."

On the Thirteenth Street side was the text:

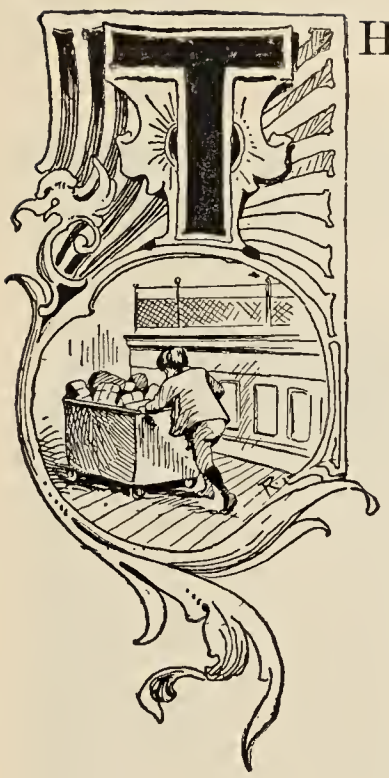
"For God so loved the world that He gave His only begotten Son that whosoever believeth in Him should not perish, but have everlasting life."

At a quarter before eight Professor Fischer took his seat at the organ, and the choir sang, "For You I Am Praying;" at eight o'clock the choir sang, "I Love to Tell the Story." At the close of this hymn Mr. Moody appeared, quickly stepped forward, and announced that the services would begin by singing the one hundred and first hymn, "All Hail the Power of Jesus' Name." Mr. Sankey took his seat at the organ. Before opening the service Mr. Moody announced that hereafter the doors would be closed promptly at the hour appointed, week-day evening meetings at 7.30 o'clock, Sunday morning at eight and afternoon at four o'clock; that after the doors were closed, nobody would be admitted, not even the President of the United States. At the afternoon services the rain had not sub-

sided, but it had no visible effect. The huge sliding doors on Market Street were opened at a quarter before three, and by 3.15 the place was packed almost to suffocation, and the order was given to close the doors. The multitude was increasing by tens, hundreds and thousands from every quarter, and Market Street was at once blocked up. The throng surged around the building on Thirteenth, Juniper and Market Streets, thinking the doors might be reopened, and was augmented by the late arrivals, who thought the doors had not yet been opened. Every moment their numbers increased until the streets on the three sides of the building were packed from side to side, and the sidewalks were filled from Arch to Chestnut Street on Thirteenth, and from Tenth to Broad on Market. The facility with which the building could be emptied was a strong point. Within five minutes after the doors were opened the room was always cleared.

Altogether there were two hundred and ten meetings held, and it is estimated that there were 1,100,000 in attendance upon all of them. The cost of the meetings was over $40,000, which was entirely met by voluntary contributions. None of the money went to Mr. Moody or Mr. Sankey. The committee did not even pay their hotel bill, for Mr. Moody was the guest of Mr. Wanamaker, and Mr. Sankey of Mr. John F. Keen.

THE BIGGEST SHOP.



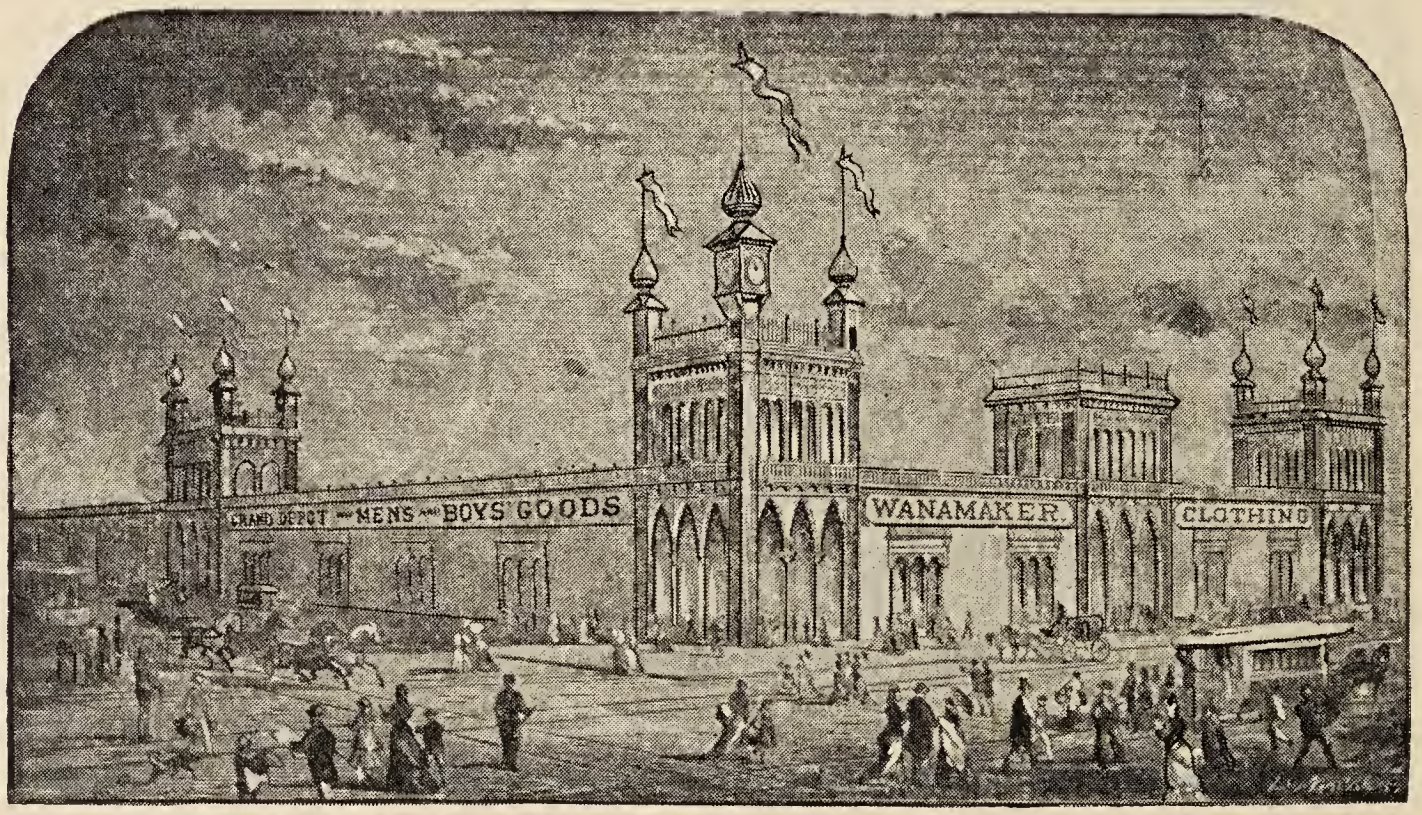
HE Moody and Sankey meetings closed on January 28, 1876. Mr. Wanamaker at once proceeded to make alterations to fit the place up for his clothing store. On April 10, a portion of the great depot was ready for the sale of goods; but the only stock in good selling shape at that time was hats. Every effort was put forth to get the clothing stock ready, and this was opened for business early in May. The Market Street front was devoted to selling space, while the side next to Kelly Street was used for receiving and shipping goods, cutting clothing, etc. The retail business of Philadelphia was almost entirely below Thirteenth Street, and consequently this move of John Wanamaker was considered exceedingly reckless by many, and by others surely to mean utter failure. Merchants down town had been moving along sleepily, getting what business they could from the passers by. They seemed to ignore entirely the fact that Philadelphia was growing; that all of the great localities, in both the southwestern and northwestern parts of the city, were being filled up with the comfortable homes of a well-to-do people; that the centre of population was rapidly receding from the banks of the Delaware. John Wanamaker was the only merchant of that time who realized this. He saw that an establishment located at Thirteenth and Market Streets would soon be central. More proof of this. The Postmaster General was a lifelong friend and admirer of Franklin B. Gowen, and he supported at every point his policy of securing adequate terminal facilities in Philadelphia. He believed in competition. Their programme has been successfully carried out, and the Reading Road has a depot in

Philadelphia unsurpassed in the world. And it is only a block from the great shop. The young merchant had already gained the confidence of the public by his fair dealing at Sixth and Market Streets and also at 818 and 820 Chestnut Street; and now this central location, coupled with a confident public opinion, could not mean failure, as he thought.

All through that hot summer of the centennial year the business prospered; people soon began to ask, and especially did the ladies ask:

"Why don't you open a general dry goods business here?"

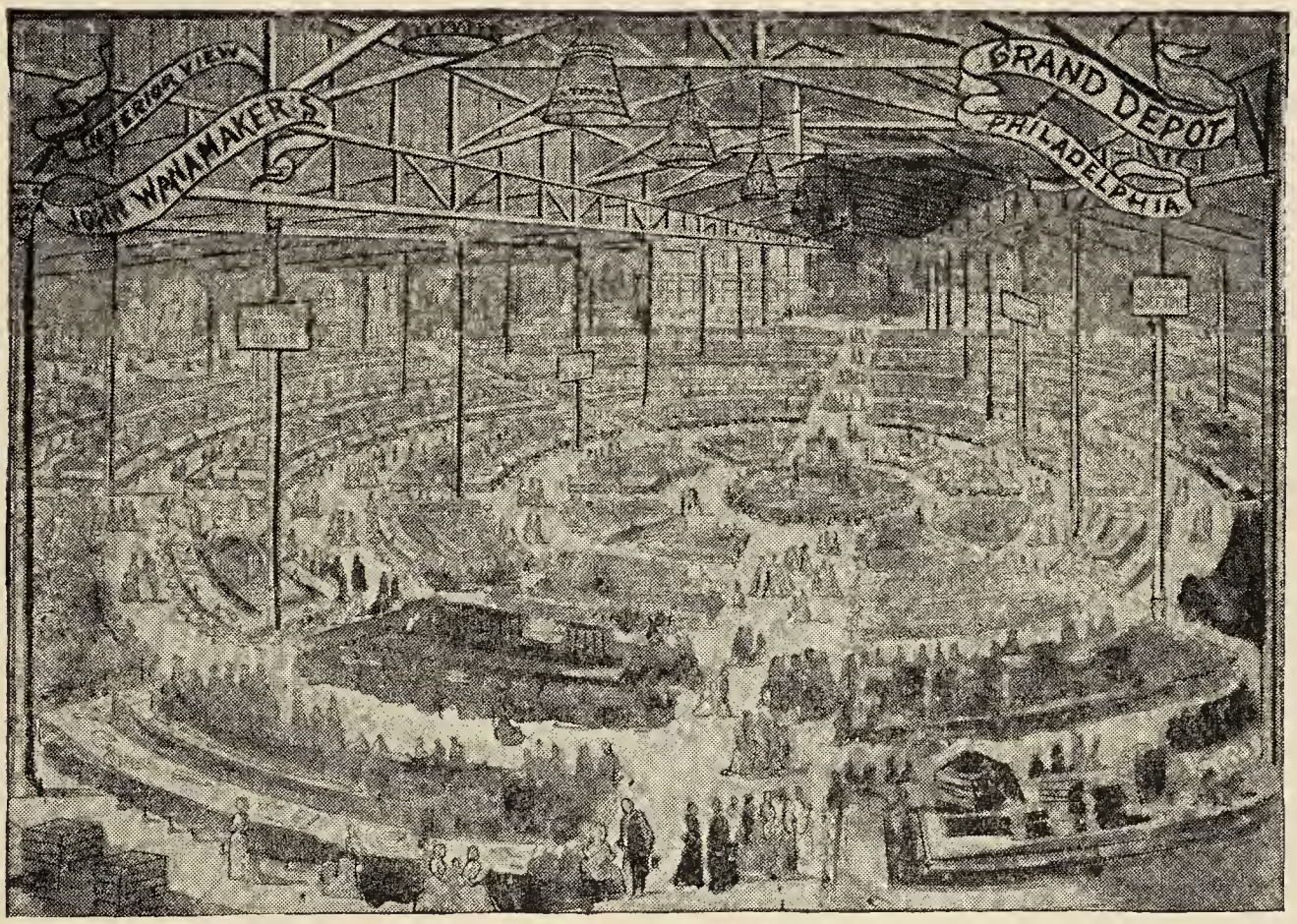
Already the idea had taken root in Mr. Wanamaker's mind. Bright, energetic business men, each one of whom understood



THE GREAT SHOP IN 1879.

thoroughly some particular line of goods, were employed to buy stocks of the freshest merchandise. Many importations were made. The great depot was the scene of bustling activity all the winter of 1876–77. Old counters were taken out to make room for new ones, and the new ones were arranged in circles around the big floor space, with the original clothing and hat stocks arranged on tables in roomy spaces on the Market and Thirteenth Street sides. Mr. Wanamaker now conceived one of the best ideas of the venture — to get possession of some of the buildings between Kelly Street and

Chestnut, about midway between Thirteenth and Juniper Streets, and to open up an entrance from Chestnut Street through to the store, eventually forming a broad aisle from Chestnut to Market Street. A transformation marvelous indeed was taking place. Where three years before was a great shed crossed with railroad tracks and filled with puffing locomotives and bending freight cars was now a vast emporium of merchandise. It was intended simply to be a shopping place; but it was intended to be the best. Broad circular counters were piled high with goods from all over the world.



INSIDE THE SHOP IN 1879.

On March 3, 1877, a double column advertisement had appeared in all the Philadelphia papers. It was continued for some weeks, headed with the words:

"The Inauguration of the Dry Goods Business at the Grand Depot will take place Monday, March 12, from nine to six o'clock.

JOHN WANAMAKER,
Thirteenth Street and New City Hall."

Then followed a list of the goods; and the advertisement closed with a statement of the business system originated by Mr. Wanamaker. It is really the foundation principle from which this vast enterprise has grown. It ran thus:

(1.) Return of money if buyer returns goods in ten days, uninjured.
(2.) The guarantee to each buyer, stating terms of sale.
(3.) No second price.
(4.) Any article (including cut goods) will be exchanged, if desired, within two weeks of sale.

Other merchants opened their eyes in astonishment and dismay.

"He can't do it."

"He will stop that inside of six months," was heard on all sides.

But it was the right principle and it succeeded. People had confidence in a man who said he would do so much for them, and who did as he agreed. They came, saw the immense stock, purchased, went away, told their friends; and the friends came and went away satisfied. The idea was never to disappoint anybody.

The Postmaster General said, in a recent interview:

"When I began a general mercantile business, complaints would come to me that furniture would warp and split. I said to those who had charge of the furniture branches: 'Why is this so?' They said furniture would always split, or a portion of it; that complaints and threats to return goods were inevitable. Said I, 'If that is the case, I will go out of the business; I won't keep furniture.' 'What are we to do with this furniture?' said the factors. 'You can make firewood of it rather than sell it and dissatisfy anybody.'"

On the first anniversary of his establishment as a general store Mr. Wanamaker sent an advertisement to the papers that was in effect an open letter to the public. It said in part:

"It seems a fitting time to present our best respects to all those who have helped in the new undertaking. As many persons have considered the enterprise an experiment, and as many more express a manifestly warm interest in building up in Philadelphia an establishment the like of which New York has had for a long time, it seems proper to say that the business done at the Grand Depot during the year just closed fully confirms our expectations, and settles to the complete satisfaction of the writer all doubts about its success. The facts prove beyond question that never before in one year were so many goods retailed in Philadelphia by one house. This, in the face of the times and with an imperfect, untried and hurried organization, encourages us to believe that with the experience now had the coming year will find us doing far better service for our customers than was possible in the past, and this we are sure will add to the successful running of our establishment that we never believed Philadelphia too small to need.

"Our great faith in the future of Philadelphia made it easy to make our plans by a large scale and there is, so far, no reason to be disappointed, nor do we expect there will be. We labor to increase the importance of the city; add to its employment and increase the convenience of shopping to the 817,000 of her residents, and the 810,000 more whose homes are in the outlying towns and villages, to whom Philadelphia ought to be an attractive resort. The floating

population that made our streets so lively and our stores so busy during 1876, may become permanent by due enterprise and joint action of Philadelphia business men."

Although the store now had an opening through Chestnut Street, Kelly Street was still a thoroughfare, and people coming in the Chestnut Street way had to cross it to get into the store proper. One by one the stores on Chestnut Street between Thirteenth and Juniper were bought, until Mr. Wanamaker had them all but one; and that one had no outlet on Kelly Street, which was now bridged over, connecting the Chestnut Street front with the main store. Early in 1885 Kelly Street was closed up and erased from the city plan. The street was made into a transept running from Thirteenth to Juniper Street with a ceiling four stories high, all of glass. This transept is crossed by light galleries. In each end of the transept is a great stained glass window. The central panel of the one in the west is a life-size portrait of the great Philadelphia financier, Stephen Girard; and interwoven in the border are views of shipping, books of accounts, the seal of Pennsylvania, arms of France, and the stars and stripes. The window at the east end represents the financier of Revolutionary fame, Robert Morris, a panel underneath his portrait restores his dwelling at the southeast corner of Sixth and Market Streets where Oak Hall now stands, Mr. Wanamaker's first store; the lower panel on the left shows the original Bank of North America, founded by Robert Morris; the border contains money bags, money scales, Continental currency, first notes of the Bank of North America, and the United States flag, arms and accoutrements.

Changes of one sort or another were going on all the time up to the latter part of 1886. The roof was raised in various places and other floors put in, until now there are four floors over nearly the entire building, and six floors at the Thirteenth Street side, which was entirely rebuilt in 1886. Elevators were put in wherever it was possible and a basement floor made under the entire building. All these changes and improvements were made without interfering with the regular business in any way; and all this growth of new ideas helped all the shopkeepers.

Truly, words cannot convey an idea of the magnitude of the place. Only a short tour of it captivates and enchants the women,

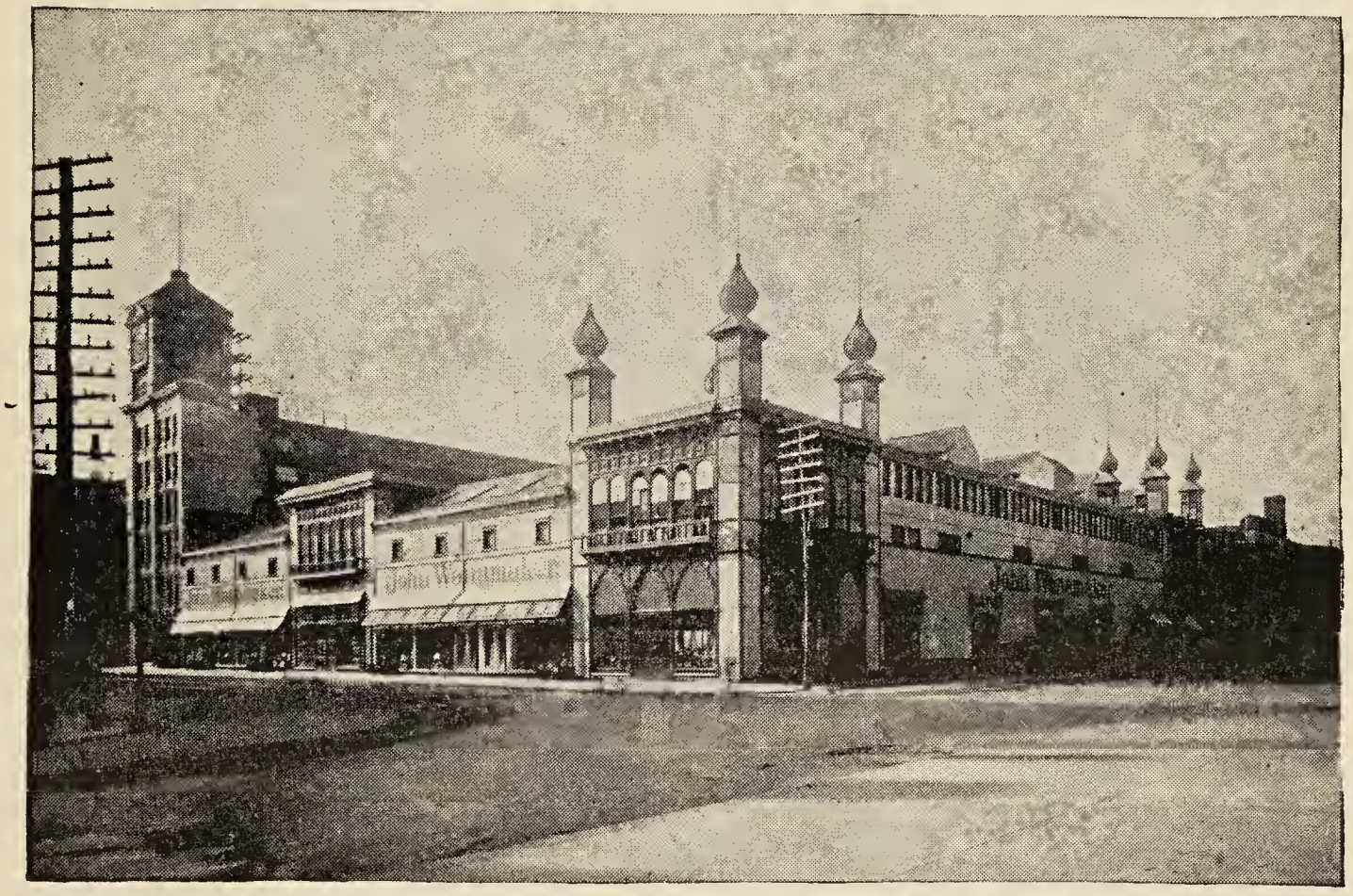
confuses and confounds the men. There is no way to describe it — except to write an advertisement of it. Here, no doubt, the men read as they run; the women, perhaps, may pause and ponder.

Entering by the middle Chestnut Street door you stand in the main aisle, a broad thoroughfare extending five hundred and ten feet from Chestnut Street to Market Street and flanked on either hand with the richest merchandise. To the right are the laces and ruchings and all kindred stuffs for women's wear; through the archways is the principal millinery parlor, a place roomy and always bright with the newest Paris ideas. One comes to a wilderness of untrimmed millinery and long counters loaded with gimps, artificial feathers and flowers. There is a place given over to ribbons; and the nearly two hundred feet of selling room are not enough. In the transept are silks from all the silk lands, and a million yards pass out over those particular counters every year. In front of the women's waiting-room are the blankets and the bed-clothing. Not an infrequent thing is an invoice of blankets of twenty-five hundred pairs. Here, too, is the linen corner, and there are mountains of snowy whiteness all around. And the handkerchief counters! At Christmas time it is no unusual thing to see more than four hundred styles of linen handkerchiefs, and the sales go beyond a million pieces. The dress goods section takes up circle after circle. Now



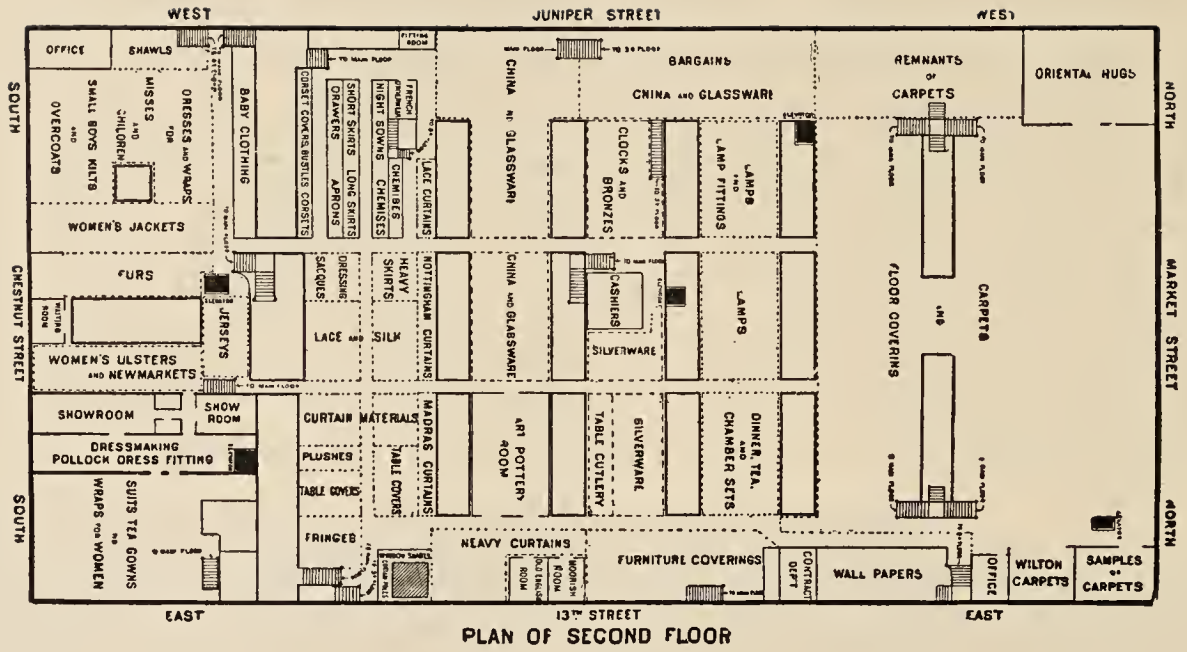
THE THIRTEENTH AND MARKET STREET CORNER.

and then twenty thousand yards of a single kind of goods will be sold in a day. If one were to add the number of yards of the hundreds of other kinds of dress fabrics sold in a day, the result would be a jumble of figures meaningless almost as those that try to tell the distance of a fixed star. Then there are the books. More than a million volumes were sold last year. At one corner is the bureau of information, one of the many conveniences for visitors; there are telegraph, telephone and post office facilities, opportunities to leave parcels and have them checked free, and all that. There is

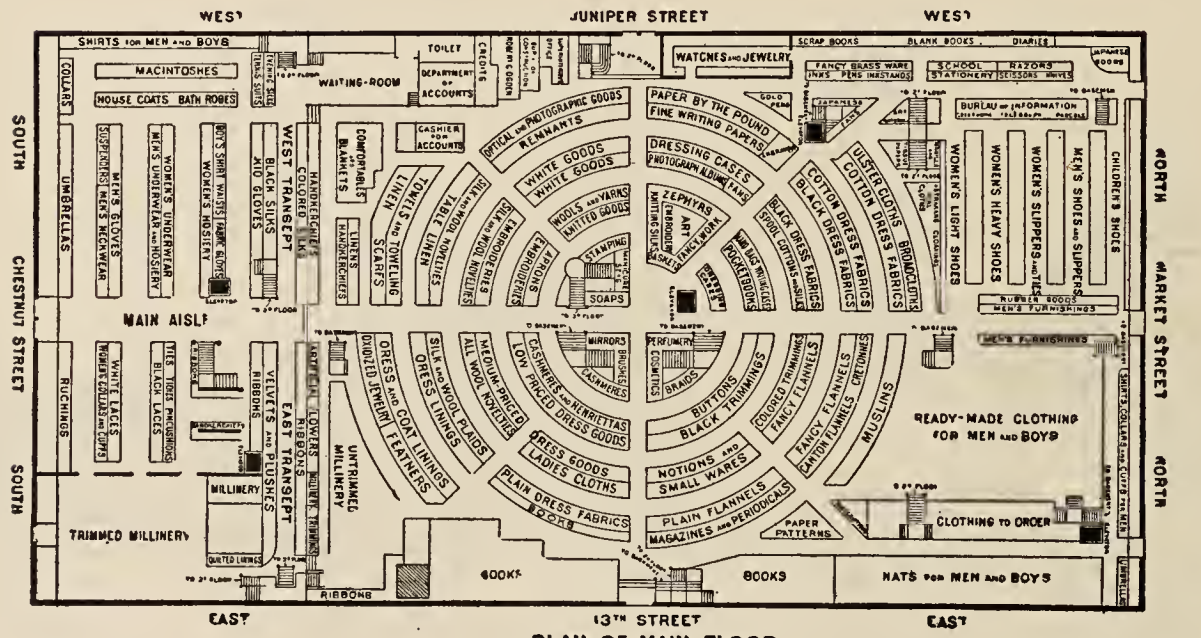


THE BIG STORE FROM THE PHILADELPHIA CITY HALL.

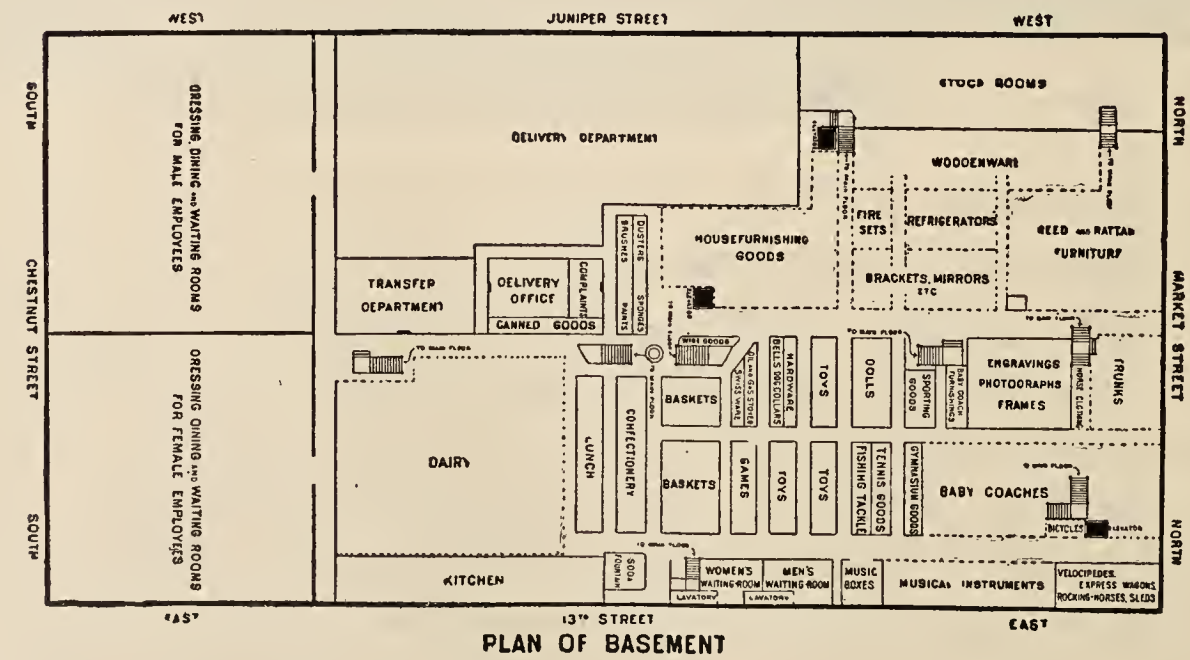
also a resting-room for women. There are seven broad, easy stairways leading to the basement, a little world of wonders below the level of the street. At the right is the dairy with a seating capacity of eight hundred, the largest restaurant in Philadelphia, — because, too, the average number of persons served each day is more than three thousand. Twenty-eight thousand five hundred oysters have been used there in a single day, and of the seductive ice cream a consumption of fifteen hundred quarts daily is not unusual. A novel feature of the basement is an immense soda water fountain, and on hot summer days the average sales are over five



PLAN OF SECOND FLOOR



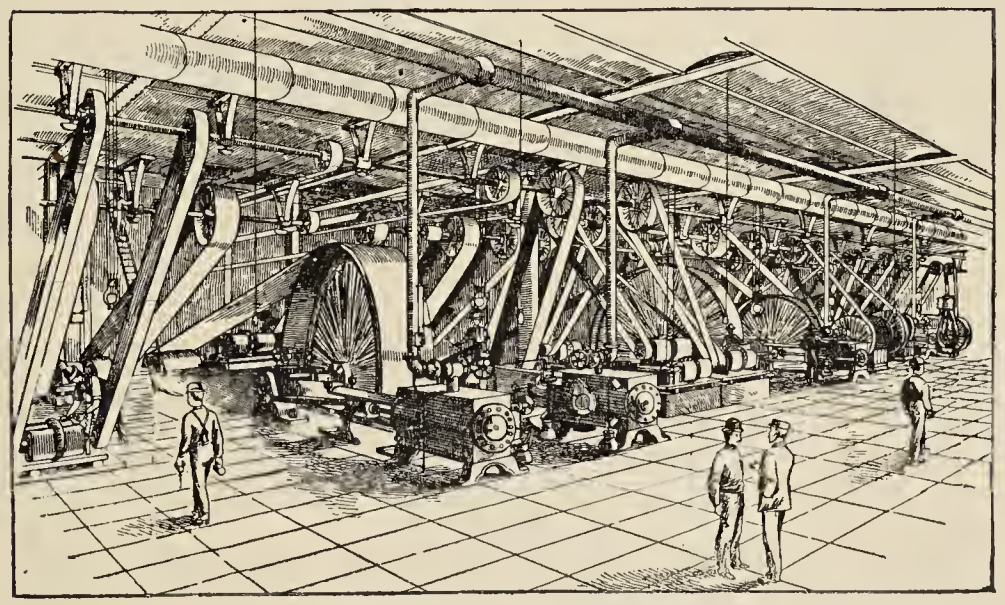
PLAN OF MAIN FLOOR



PLAN OF BASEMENT

thousand glasses. Toys and sporting goods take up a quarter of an acre of floor space. Then there is the candy counter; and what is more, eight tons of candy were sold there last Christmas week.

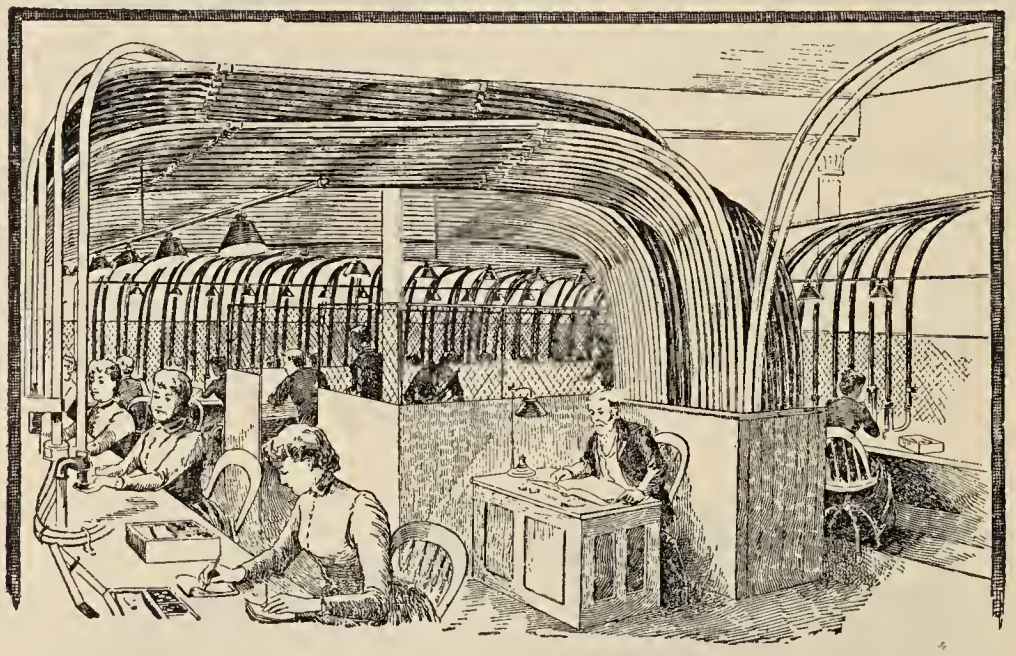
An ornamental stairway will lead you down into the sub-basement, and there is the machinery room. There are eleven boilers, aggregating fifteen hundred horse power, and burning twenty-six tons of coal a day; and the seven steam engines have a combined power of seven hundred horses. Here are the massive pumps, with a capacity of a million gallons per day, that run the hydraulic elevators, seven for freight and six for passengers, in various parts of the great shop; and here are the large pipes through which pure air is driven to various parts of the building. The electric light plant



IN THE ENGINE ROOM.

is the largest used by any private establishment in America. Almost five hundred arc lights and eight hundred incandescent lights are regularly employed. Besides these the shop has 4,550 gas jets; and about one hundred miles of steam pipe are required to heat the building. At the delivery department a little army of employees are arranging and dispatching parcels. Eighty-two delivery wagons and 155 horses are about the average number employed and at times more than 23,000 packages are handled in a day. Upstairs is the heart of the chinaware and glassware store. In two days recently sixty thousand pieces of glassware were sold. The principal cash desk is close by. More than eleven miles of two-and-a-quarter-inch pneumatic tubing, reaching to eighty-six stations in as many parts of the shop, converge at this point; and

twenty-five cashiers are required. There is always a crowd of interested visitors gathered around this place, peering through the brass grating, watching the nimble fingers of the girls making change, stamping schedules, and popping change and schedules back



THE CASHIERS' CORNER.

into the little leather boxes, and sending them through the return pipe to a far corner, maybe a quarter of a mile away; and this from morning till night.

Carpets, Oriental rugs and wall papers occupy more than an acre



A SCENE IN THE BASEMENT.

and an eighth of floor space on the second floor, and the Oriental rug room is said to hold one of the richest gatherings of these art treasures to be found on this continent. Agents of the house are frequently passing to and fro in the Orient ready to pick up the choice things as they appear. Near by is the ceramic art room. Exquisite productions of the Royal Worcester, Crown Derby and Sevres

potteries are numerous, and there are rare specimens from the Royal Berlin and Imperial Vienna works. Then there are women's, misses' and children's dresses and wraps, and be it known that from the middle of June to the end of the first week in August, 1891, more than ten thousand women's blazers were actually sold here. Furniture covers the whole of the third floor; and there one may find



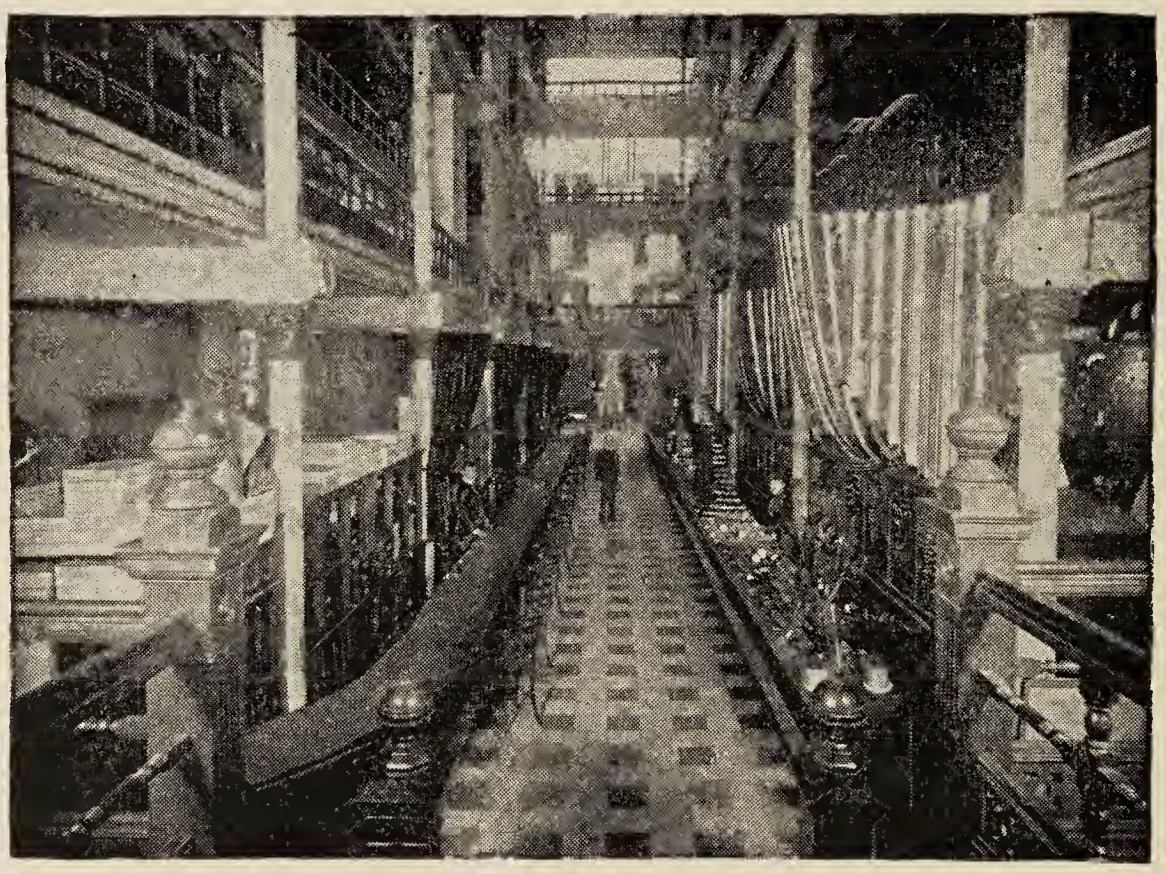
A TRANSEPT IN THE STORE.

more than three acres of nothing but samples. On the 6th of last August nine hundred colonial chairs were sold here in two hours, and the product of entire mills are used in this furniture business.

But there are other things to see in the fifteen acres of floor space in this great mart. The fourth floor is principally used for invoice purposes; here the great cases from all parts of the world are received, being brought up by a powerful freight elevator kept almost constantly in operation. Cases of linens from Ireland,

France, or Germany are hastily brought up to this floor, to be followed by thousands of rolls of mattings, constituting an entire vessel's cargo just from the Orient; then to be followed by great cases of shoes from Boston and Philadelphia. Then will come up cases, almost as large as a small house, filled with toys from Switzerland or Germany.

Each department has certain space in the invoice department allotted to it, where, after the goods are opened and the contents carefully compared with invoice sheets and checked off, sturdy por-

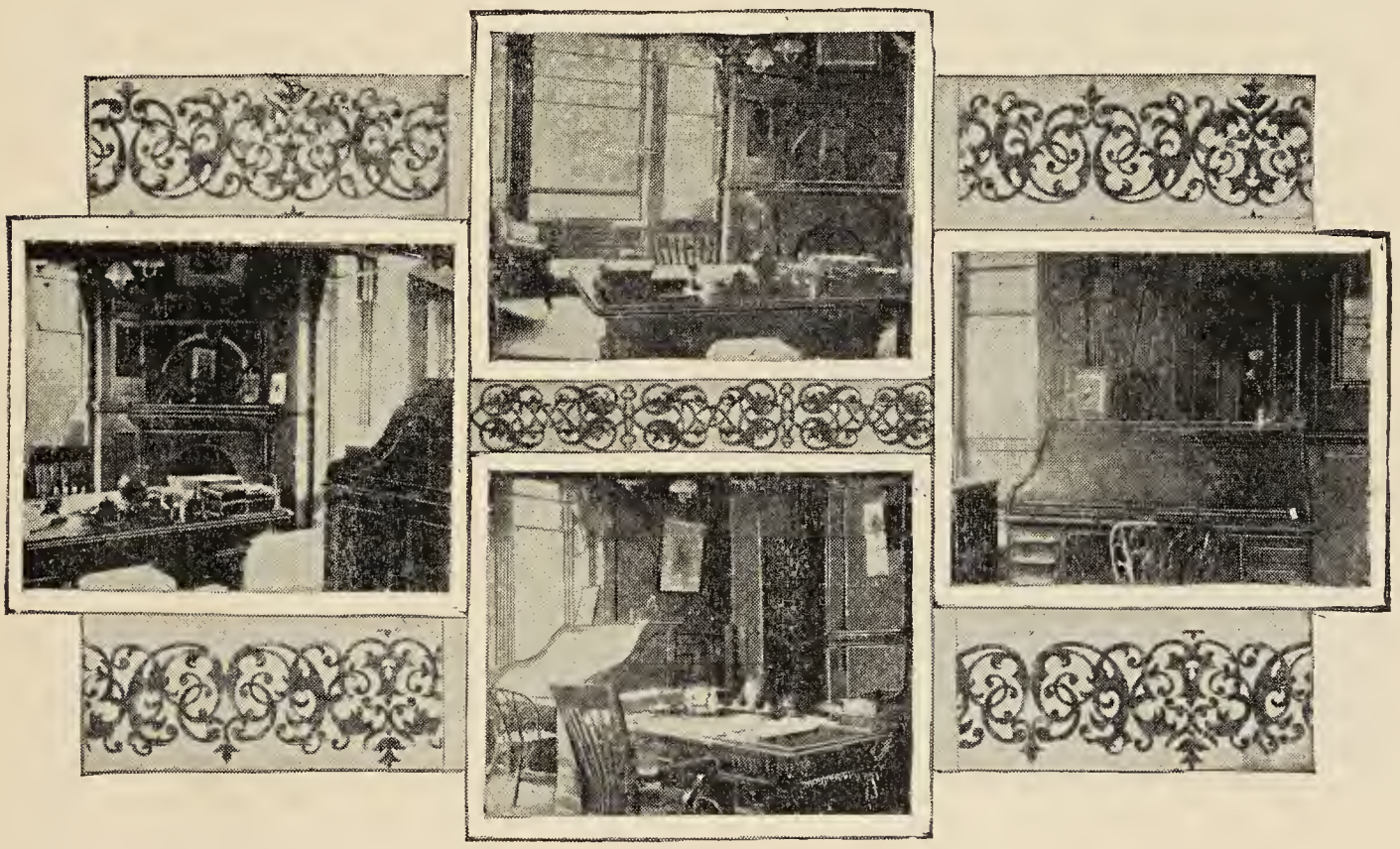


THE ARCADE ENTRANCE AT CHESTNUT STREET.

ters wheel the cases away and arrange them in long aisles in order that the wares may be of easy access to fill depleted places below. As Christmas approaches the noise and bustle here increases; scores of men and boys with trucks and baskets filled with all that goes to swell the tide of gift-time things, hurry back and forth to keep the army of sales people supplied. On the fourth floor, too, is the auditing department, a great section surrounded by a brass grating, with rows and rows of busy book-keepers at their desks, one hundred and ten bright young women and men, in fact, who are kept busy constantly looking after the accounts. The mail order department has a corps of ninety quick-witted people, who do nothing but fill

orders for out-of-town customers. Orders by mail come from every state in the Union, as well as from Mexico and Canada.

A really wonderful place is "Wanamaker's," and hardly a sane man, who had ventured within its doors and heard that it yielded to its originator and master a clear profit of a round million dollars a year, but would confess that he himself would be willing to be a shopkeeper under these calamitous conditions, especially if he were able to say that he had done it all himself. Why, during the hot summer months there are over three thousand people employed in the store, and the balance of the year there are about forty-eight hun-



IN MR. WANAMAKER'S PRIVATE OFFICE.

dred! Many of these, of course, are married men with families, and many who are not married have parents or brothers and sisters depending on them for support; and all this really means that the employees of this shop represent something like twenty thousand people. Think of some town containing twenty thousand inhabitants, and you have it clearly.

On the second floor at the corner of Chestnut and Juniper Streets is John Wanamaker's private office, a large square, airy room, with ornamental mullioned windows. The ceiling is of great polished oak beams and the floor and finish of the room is of polished natural oak. The furniture is plain but massive; across one corner of the

room is a big open fireplace in which on chilly days a cheerful wood fire burns and crackles. The furniture is massive, — but there is one exception. Mr. Wanamaker's own chair is a small, ordinary rattan one of the simplest construction. On the walls are neatly framed photographs and engravings of his mother and his nearest friends. There is an ante-room, and on one side of the office is an elaborately fitted up bathroom. While Mr. Wanamaker has been away, the office has been used by Mr. Ogden, his manager, who has slipped away to its seclusion to enjoy a quiet moment for thought, or to consider some weighty matter with the head of a department.



MR. ROBERT C. OGDEN.

On the fourth floor at the corner of Thirteenth and Market Streets is Thomas B. Wanamaker's office. One first enters a reception room about eight by twenty feet, which is used at present by Mr. Howard S. Jones as an office; then you enter the office proper, a big square room, tastefully and comfortably fitted up, but with nothing lavish. All the offices in the store, in fact, are noticeable for their plainness and for the air of simple comfort in their furnishings. Mr. Ogden's office on the first floor is a medium sized room with an ante-room easy of access. There is scarcely a moment during the day that half a dozen do not sit or stand in the ante-room waiting for an audience with the busy man inside.

The exterior of the establishment is almost grotesque in its appearance. The only portion having the pretensions of a great business block is the Thirteenth and Market Streets corner, which in 1886 was solidly rebuilt of brick and iron, six stories high, with a massive clock tower on the corner. The Chestnut Street front remains the same as it was before Mr. Wanamaker obtained possession of it, except that the first story is entirely of large plate glass

windows, and the remaining stories have been painted to match the rest of the establishment. But it is predicted by some that the next five years will see a $3,000,000 structure built upon this spot, complete for business and beautiful in art. The property at Thirteenth and Market Streets, bought for $500,000, is now assessed at $1,875,000, and undoubtedly it would find a quick sale at two and a half or three millions.

"Wanamaker's" is certainly unique. Other large cities and towns have great retail stores, but no other store in any city in the world holds the same relation to the public. There seems to be a sense of joint proprietorship. The people come in, not as guests or visitors, but with a sort of home feeling. They come because they want to, and while everybody in the employ is glad to serve, visitors are never pestered with questions about what they want. As highway, park, or public museum — where your right to walk, to visit, to enjoy is never questioned — so is this place; for all Philadelphians and all their friends feel that they may come, see, and enjoy, stay as long as they please, and go away without making a single purchase, and be just as welcome to come again the next day. It was a fresh idea born with the place and emanating from the founder; and while it was purely original, it is yet so simple that one asks why it was never thought of before, and why is it not adopted more thoroughly elsewhere.

And it is business. Mr. Wanamaker says that when he was a little fellow and used to be sent by his mother on errands to various stores, being then a green country boy, as soon as he would enter a place, it seemed as though his hands and feet grew to tremendous proportions, and to be at once importuned as to his wants added painfully to his embarrassment; so at "Wanamaker's" one is never disturbed by the well-meant but often sadly marred attempts of salespeople really to do the purchasing, which is not their business at all. Any one of a thousand reasons may exist why people do not care to answer positive questions about their wants. The interrogations disturb, distract, annoy; if left to the operations of their own minds, in perfect content, thinking, moving and doing just as they would if they owned the whole place, they will far sooner be interested than if compelled to stand and deliver with humility and meekness their half formed notions at the demand of a Cerberus at a

shop door. And all this is simply one idea. All this great business is the result of action, but it has also been the outgrowth of sound business methods. There is nothing mysterious about it. Three great principles underlie the system, — all liberal, all vital: Liberal stock, liberal dealings, and liberal advertising.

The employees know all this. Mr. Wanamaker had a fiftieth birthday five years ago, and the heads of departments in the store and many of the old-timers presented him with a letter. It was printed upon parchment from engraved plates, bound in book form, with covers of cream moire silk and heavy ornamentation in solid gold. Upon the cover were his monogram and his motto:

"THINKING, TOILING, TRYING, TRUSTING."

An alligator skin case inclosed the whole affair. The letter read as follows:

"We are not willing to let the fiftieth anniversary of your birth pass without some expression of our feeling toward you. It is our good fortune to be with you on the scaffolding of the 'incompleted building,' and, while we are not aware what the architect's plans may be, we know that he will build wisely and well. As laborers with you and for you we look back with peculiar pride on what you have done in twenty-five years. You have made a deep and lasting dent on the business methods of your time. You have given new proof that honest dealing and truth telling are the cornerstones of permanent mercantile success. You have demonstrated that in conducting a great enterprise the man need not be lost in the merchant. You have shown how much can be done by 'thinking, toiling, trying and trusting in God.' We are proud of our association with you. Looking on you now in the prime of a vigorous manhood, we see a future rich with promise opening before you. We see no horizon to your prospects. That your days may be long, your happiness unclouded, and your power to do good equal to your desire, is the sincere wish of faithfully yours," etc., etc.

Then there is the liberal advertising. John Wanamaker as an advertiser is talked about more than any other living man in America to-day. By many his great success in business is attributed entirely to his skill as an advertiser. The business principles are the solid foundations upon which the success of the establishment rests, to be sure; but these principles had to be widely adverted to, as well as lived up to, or else a large proportion of the public would never know of them. And printers' ink has always been the thing. Mr. Wanamaker once said:

"I would not give an advertisement in a newspaper of four hundred circulation for five thousand dodgers or posters. If I wanted to sell cheap jewelry or

run a lottery scheme, I might use posters, but I wouldn't insult a decent reading public with handbills."

When Wanamaker & Brown went into business in 1861 they had not a cent to spare for advertising. The senior partner promptly cast about, however, for some means of letting the public know of the new firm. Soon came an order from the Custom House for uniforms for its employees, and as they had to be delivered on a certain day, some lively work was done, and on the afternoon of the appointed day the uniforms were loaded upon two push carts and two men started off with them. The senior partner went along to collect the bill. After the goods were delivered, Mr. Wanamaker said:

"Boys, you take the push cart back; I'm going over to the *Inquirer* Office."

When he returned he said:

"The profits were thirty-eight dollars. I have spent it all in an advertisement."

From this time on every cent that could be spared for the purpose was put into advertising; there appeared all over town on billboards, fences, or wherever a bit of space could be found, a poster with simply "W & B" on it in big wood type. Of course everybody was at once inquiring of everybody else: "What does W & B mean?" and it soon became known that it stood for the new firm at Sixth and Market Streets. At thirteen different places in the city they caused to be erected immense billboards, each over one hundred feet long, being the largest at that time ever put up, on which in large letters was of course all about the best clothing. These boards also became the talk of the town, and the newspapers even remarked about them. All this energy and originality counted. There was now a little money for newspaper advertising, and it was used freely.

For a merchant to advertise by more than a bare announcement of his business was an innovation then. As an old-time Philadelphia merchant has said:

"Really, it wasn't considered polite then to advertise."

But polite or not polite, the advertising and the business went hand in hand. The firm of Wanamaker & Brown soon began to issue little four-page papers containing a good deal of miscellaneous

and original reading matter, sandwiched between bright, readable advertising paragraphs; for instance, "A bad sign — to sign your name to a note; better buy your clothes at Oak Hall and pay cash." Or, again, Mother Goose was paraphrased into:

> "A, for all people, they're welcome to call
> And buy their spring clothing at great Oak Hall."

One of these papers would be published for a few months and then stopped, to be resumed later with a different name. Some of the titles were "The Clothes-Line," "Gentle Spring,— Published for Pleasure and Profit," "Suit-able Observations." One of the papers was called "The Agricultural Fair," being circulated at the Mount Holly Fair. It was a little four-page sheet printed on pink paper. On the first page was a cut of a Chinaman, and a poem told how he had discarded his Oriental costume for the American garb on learning of the great merits, etc., etc. This paper was looked upon as a curiosity and thousands were quickly given away. After the edition was exhausted, anxious applicants pressed around the distributors for copies, and expressed great disappointment on being told they could not get any.

But the chief journal was *Everybody's Journal*. At seventeen John Wanamaker and one of his boyhood chums, a neighbor's boy, bought a little job printing press, and "started a paper," *Everybody's Journal*, it was called, and the young man did the editorial work, while the other attended to the mechanical management. They ran it for a year or more, and then suspended, owing to lack of time for such things. Years afterward, in 1870, *Everybody's Journal* was started again, and it ran for about three years, part of the time managed by Mr. Howard S. Jones. It was monthly and the subscription price was fifty cents a year; it was a thoroughly edited sheet, had some paid contributors, ran up a large list of subscribers, and had a paying advertising patronage. More weighty matters kept Mr. Wanamaker from giving it the attention he desired, however, and its publication was stopped.

For eight years Mr. Wanamaker personally wrote all his advertisements and made all contracts, being assisted at times, however, by Mr. Jones, who then had charge of men's furnishing goods. In 1869 the advertising department was turned over to Mr. Jones, who

gave it his entire attention. Mr. Jones was teaching a Bible class of young girls at one of the popular churches. There was a certain man, a manufacturer of agricultural implements, whose daughter was a member of Mr. Jones' class. He approached Mr. Jones and said:

"Mr. Jones, I understand that you have taken charge of Mr. Wanamaker's advertising department."

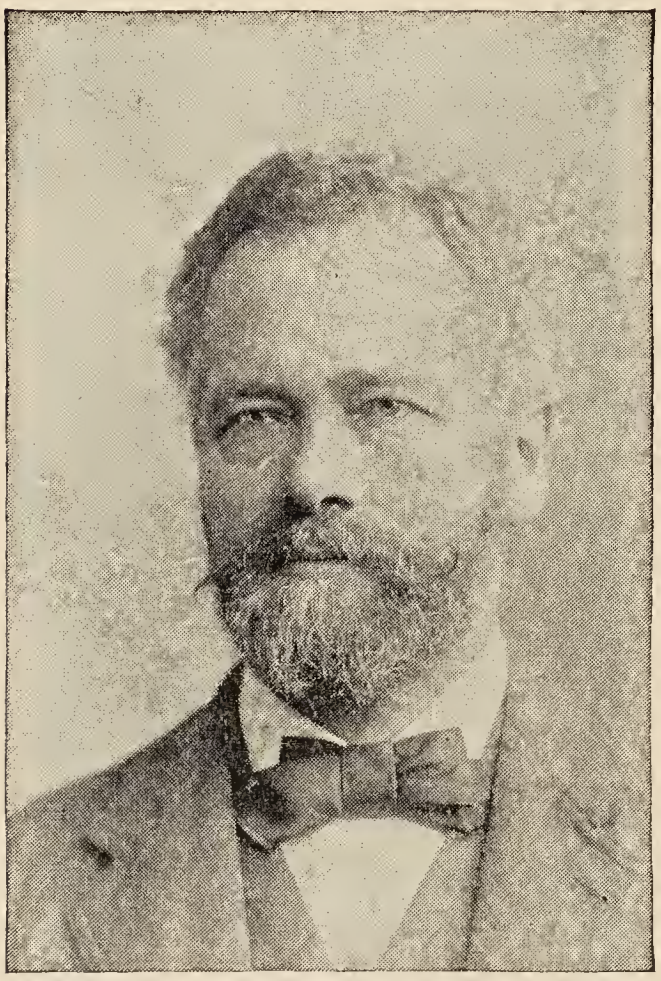
"Yes, sir," said Mr. Jones, "I have been more or less connected with it for five years."

"Well," said this conscientious maker of agricultural implements, "now that you are an advertising man, I shall have to take my daughter out of your class."

But about this time Mr. Jones was made superintendent of the Sunday school, and a woman was appointed in his place. The outraged citizen's daughter remained in the class. Mr. Jones insists that if this man had advertised his business, he could have become fabulously rich. Mr. Jones had charge of the advertising until the firm began to establish branch stores in other cities, when he was sent to make all the arrangements for their establishment; and after this, up to 1878, there were several changes in the advertising department.

A year or so after the establishment of the great shop at Thirteenth and Market Streets, Mr. Wanamaker conceived the idea of a radical change in advertising. Previous to this time large display advertisements were the rule; they were used, in fact, by all stores that advertised at all. All were displayed in the same manner, and no matter how original in expression, every advertisement had the same appearance. But the Wanamaker idea in advertisements appeared. It was decided to adopt a style truly original. It was to be simply this, a daily "store talk" in bright, catchy sentences, telling of the specially interesting things in the place, all in a plain type (old style pica), set in single column mostly, easy to read, conspicuous, but not obtrusive. Mr. J. E. Powers, a most brilliant writer, was employed at a large salary to write these advertisements, and, with the exception of one or two brief intervals, Mr. Powers remained with the house up to 1886. After his retirement Mr. Wanamaker called in Mr. Manly M. Gillam, then managing editor of the Philadelphia *Record*, whose advertisements of Col.

Singerly's Holstein cattle and of the "Little Tycoon," then running at the Temple (Singerly's Theatre), had attracted his attention, and asked him if he would leave the *Record* and come to write his advertisements. Mr. Gillam accepted the position, and he has filled it in a way to attract the attention of the whole country since Dec. 2, 1886. Every work day in the year he writes from one to three columns, and occasionally eight columns of bright news matter about store doings. Each day it must be different; new ideas, new thoughts, new expressions. Any one would naturally think that in such a great bazaar as Wanamaker's, the diversity of the stocks would make advertising writing easy, but there are more cogent reasons to consider than mere word painting. Mr. Gillam wrote not long ago:

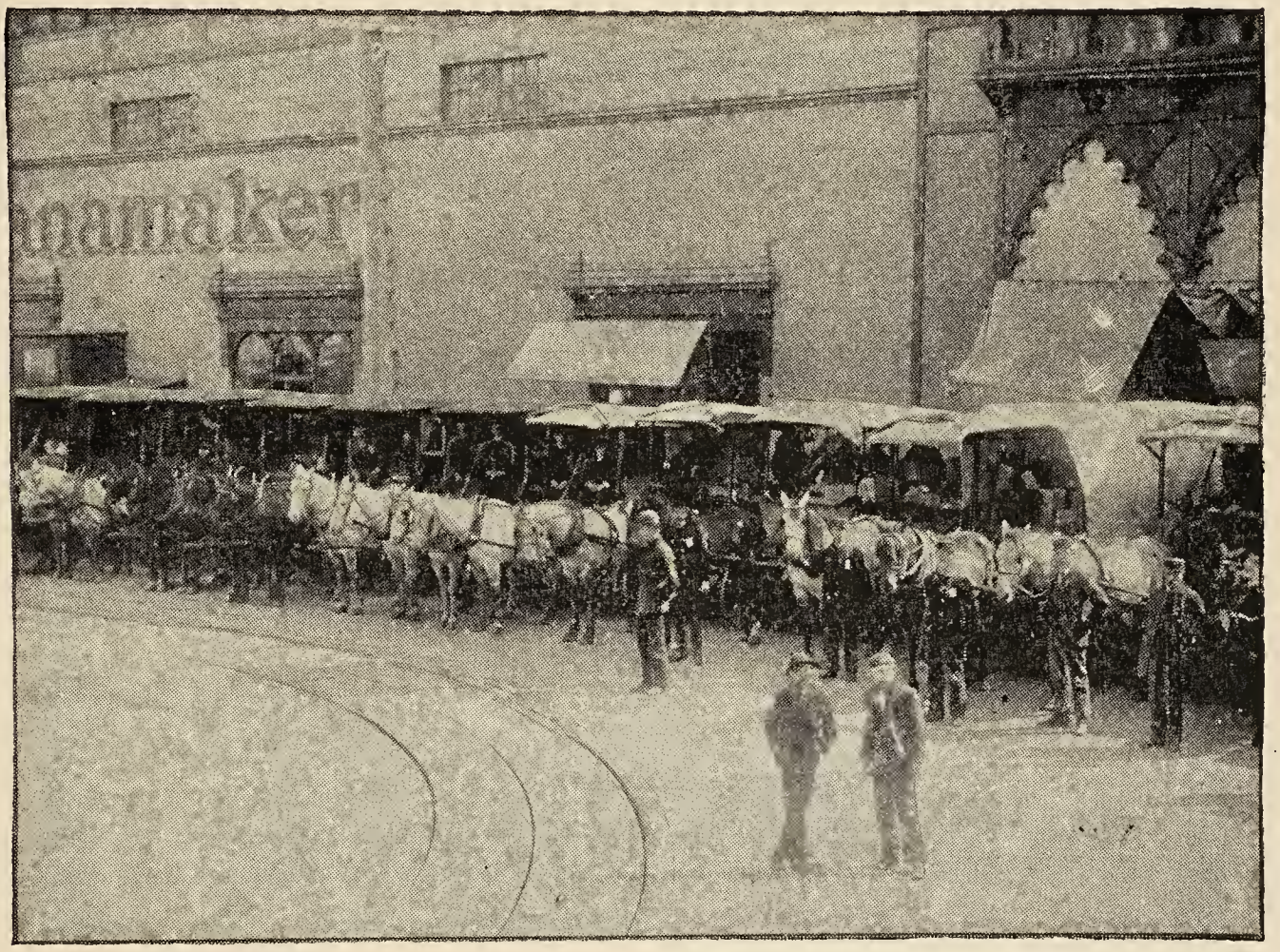


MR. MANLY M. GILLAM.

"Surely the pen of man never found a greater, grander business to work for. There are inspirations in the size, in the plan, in the growth of it. It is a little world of buyers and sellers. The ends of the earth come together there under one roof. No lack of texts; topics crowd on you — subjects are thick at every counter. But there are limitations. Simply reeling off a story for this, that or the other thing, until one or two column galleys are full, isn't all. Every word written goes into maybe a hundred dailies. Each stroke of the pen means dollars to pay. The worry all the time is not "What shall we say?" but "What shall be left out?" Fifty-four great departments, each a first-class store in itself. Most of them begging for something in the papers. There must be choosing. The draggy places must be touched up. The new things must be hinted at — perhaps one in a hundred. The sharpest bargain things must be pointed out — maybe one in fifty. But which ones? There's the pinch."

Shortly after establishing the business at Thirteenth and Market Streets, Mr. Wanamaker abandoned all poster and billboard advertising. Advertising was confined almost exclusively to newspapers. Dailies came first. He knew that daily papers were read by the best of any population, and that an advertisement in a daily journal

would go straight home to the people who could buy and who were ready to buy. And another reason: the magnitude of the business was such that goods advertised in the morning were frequently sold before store closing of the same day, and so, advertising matter of this character in a weekly paper would probably be obsolete. The weekly advertisements are devoted more to a class of goods that are regularly in stock for a lengthy period, — goods that can be drawn upon to fill orders by mail. The monthly advertisements are of the same character as the weekly, but are much smaller and vastly



SOME OF THE EIGHTY DELIVERY TEAMS.

fewer in number; and at certain times during the year advertising in monthly papers is entirely discontinued. The daily advertisement goes into about one hundred papers, the weekly in to about three hundred. The annual outlay of the Wanamaker store for advertisements amounts to about $300,000. Bills of some of the Philadelphia dailies are sometimes nearly $3,000 a month. In 1888 the idea of lighting up the texts of the advertisements with small outline cuts was adopted. It seemed to be the signal for everybody else to use them, for now almost half the advertisements one sees display these small outline cuts.

Awhile after the big store started Mr. Wanamaker found that some of his advertising bills could not be met as readily as he desired, and that his account at a few newspaper offices was pretty heavy. George W. Childs tells a little story about this period in Mr. Wanamaker's career:

"John Wanamaker's bill at the *Ledger* office had reached a high figure, and the business manager suggested to me that the Wanamaker advertisements should be stopped; but I said, 'No, let John Wanamaker run; he will come out all right. He is the only enterprising man in Philadelphia, and it would be a calamity to the town, and particularly to the newspaper business, to have him go under; he is a great advertiser and will not fail.' "

A few days after this occurred Mr. Wanamaker sent Mr. Childs a check for $40,000.

The results of the Wanamaker advertising has been summed up thus:

"He was the first advertiser to handle a general business in a liberal way in the newspapers. 'He'll go broke,' said the croakers, when columns, double columns, half pages and even full pages began to appear. 'The business won't stand it.' Wouldn't it!"

"The best possible answer is the marvellous growth of the Wanamaker store; long since the largest retail establishment in the world (almost fifteen acres of floor space) and still growing thriftily.

"Another answer: Other general stores in Philadelphia slowly swung into line. There was evolution and revolution. Advertising in the city dailies doubled and trebled; it is now five or six times as much on the average as in 1877. And all the stores have prospered. The Wanamaker way has helped the merchants, helped the newspapers, helped the city.

"Still another answer: More than fifty leading traders in different parts of the country regularly copy as much of the Wanamaker advertising as can be tortured into their service, and it seems to pay them."

In connection with the advertising department is the catalogue department, where all catalogue and pamphlet matter is prepared. This is all in charge of Mr. Albert G. Coburn, a newspaper man full of ideas. Semi-annually is published a great illustrated general catalogue, eight by eleven inches square, of one hundred and forty-eight pages, containing a list of the goods in every department in the store. It is really a huge fashion magazine, the number for the spring of 1892 having over two hundred illustrations of fashions alone, many in colors. Over twenty-five tons of paper are required for each edition. It is sent all over the United States and orders pour in from it constantly. Then each fall is published a book

catalogue of over one hundred pages, giving more than eight thousand different titles of books, with descriptions and prices. Besides these two regular catalogues, neat booklets are published at different times, and there is never a time when there is not from one to four of these in course of preparation.

A Chicago *Tribune* man who called on Mr. Wanamaker on Dec. 29, 1888, found him looking up over a huge stack of sheets of paper, all written upon. There must have been one hundred of them. The merchant read them carefully one by one, but with a quick eye.

"Doubtless you are wondering what all these papers are," said he. "Well, I will tell you. When I came to my desk last Wednesday morning I was naturally thinking about the Christmas business which we had. During the ten days previous to Christmas the sales hovered about $100,000 a day, and the total for the ten days falls only a few dollars under a million. We shall beat that next year. I am already planning for next year. This big pile of papers here is a part of our preparation for the holiday trade of 1889."

The merchant spread one of the sheets out before him and continued: "When I came to work last Wednesday my thoughts ran on to the Christmas that is to come. In five minutes I had written this:

> "8.30 A. M., Wednesday, 12, 26, '88.— The interesting experience of the past ten days' trade has taught us many things: Each of us has been saying — If I had this to do over again, I see how I could improve it — there — and there. While the whole matter is fresh on your mind, jot down whatever occurs to you, that note may be made of it for future use. Do this between now and 9 o'clock to-morrow, and hand this paper to me personally. J. W."

"Here are sub-headings," continued Mr. Wanamaker, "for arrangements of material, space required, help, general system, complaints, suggestions, etc. This went to the printing office upstairs with instructions to strike them off in an hour. One of these blanks was sent to every person in a position of responsibility, and when I reached my desk next morning here they were, written out and signed. Now, what have I accomplished by this? Why, I have learned more about the details of my business than I could have learned in an hour's talk with each of my subordinates. I

caught them when their minds were fresh with the difficulties and needs of Christmas and encouraged them to give their opinions deliberately and carefully over their signatures. I have made all of these assistants feel that they have an interest in this business, that their opinions are valued. On these reports, when they shall have been carefully read and summarized, plans will be laid for next year, instructions given to buyers, changes made in the arrangements of the place, and improvements be effected in the general methods."

Besides the liberal advertising and the liberal treatment of those who want, or do not want, to buy, there is the liberality, observable everywhere in the Wanamaker store, towards the employees themselves. The weekly salary list alone of an establishment of this sort is a small fortune, and annually approaches the two million dollar mark. Every employee has two weeks' vacation each summer with full salary, and the shop is closed at one o'clock on Saturdays all summer, and every one draws a full week's pay. All salespeople receive commissions on their sales, which are paid to them every thirty days; and for ten days before Christmas, owing to the longer hours of service, their commissions are doubled.

Mr. Wanamaker several years ago established in the store a free library for the female employees. It now has 4,200 volumes of standard fiction, history and general literature. Employees are permitted to take books from the library and keep them three weeks, or they may take a book out every day, provided they never have out more than one book at a time. The success of the scheme has been so great that steps are about to be taken to increase the number of volumes and throw open the library to every employee, men as well as women.

The men are not neglected. The favors are just as likely to be for them as for the women. Mr. Wanamaker spent his vacation in Philadelphia this summer. It was in August, just as a part of the military force was returning from the Homestead riots. In the establishment there are some eighteen persons who are members of the National Guard, and they almost invariably arrange their summer vacations so that they will come at the time of the annual encampments. The encampment this year was set for the 16th of August, and the usual arrangements had been made. On their

return from camp the men all expected that their summer vacations were over, but they found that their envelopes on pay day contained their salaries for the time they were in camp, with a notice that they were yet entitled to their two weeks' vacation. The announcement was also made by Mr. Wanamaker that in the case of a genuine loss of situation by any person who had been obliged to do military duty, he would give them situations in his establishment. All these things he does suddenly. They are all good; and they are all business.

On Jan. 1, 1888, Hotel Walton at 800 N. Broad Street, Philadelphia, was opened. It was originally a four-story brownstone mansion, fronting on Broad, with a large side yard next to Brown Street, but after Mr. Wanamaker purchased it, he caused to be erected an L shaped addition fronting on Brown, and made other alterations to have it the comfortable quarters for his female employees which it now is. The original idea, and the one under which it is now conducted, was to furnish an acceptable home to such of the shop girls as had to board among strangers. There are seventy-four sleeping-rooms, a parlor, in which there is a piano and an organ, two dining-rooms, a reading-room, a swimming bath and a gymnasium. The average number of boarders is seventy in summer and ninety in winter and rates are $3.25 per week. As to its popularity, enough to say that many who went there in January, 1888, are still there, and have come to look upon it as a home. Said the Philadelphia *Press*, when the experiment was begun:

> "The world is familiar with the dismal failure of Mr. A. T. Stewart in his effort to provide for a somewhat similar class, and like attempts in behalf of mill girls in some New England manufacturing centres have shown how difficult it is for a young woman to accept the restraints with the comforts of a home which is not her own. Aware, apparently, of all this, Mr. Wanamaker has wisely limited admission to those most likely to feel the want of the very remarkable accommodations he has provided, and these he has made of a character to render the house he has furnished unequaled in the history of such enterprises. These conditions promise success, and if the experiment succeeds, as there is every reason to believe it will, the debt of the community to Mr. Wanamaker will be measured not by the capital invested, considerable as this is, but by the service rendered in solving one of the most perplexing of modern problems — the housing in protected comfort of the woman who works."

Mr. Wanamaker is a great believer in life insurance. Nothing more than his policies aggregating a million and a half is necessary

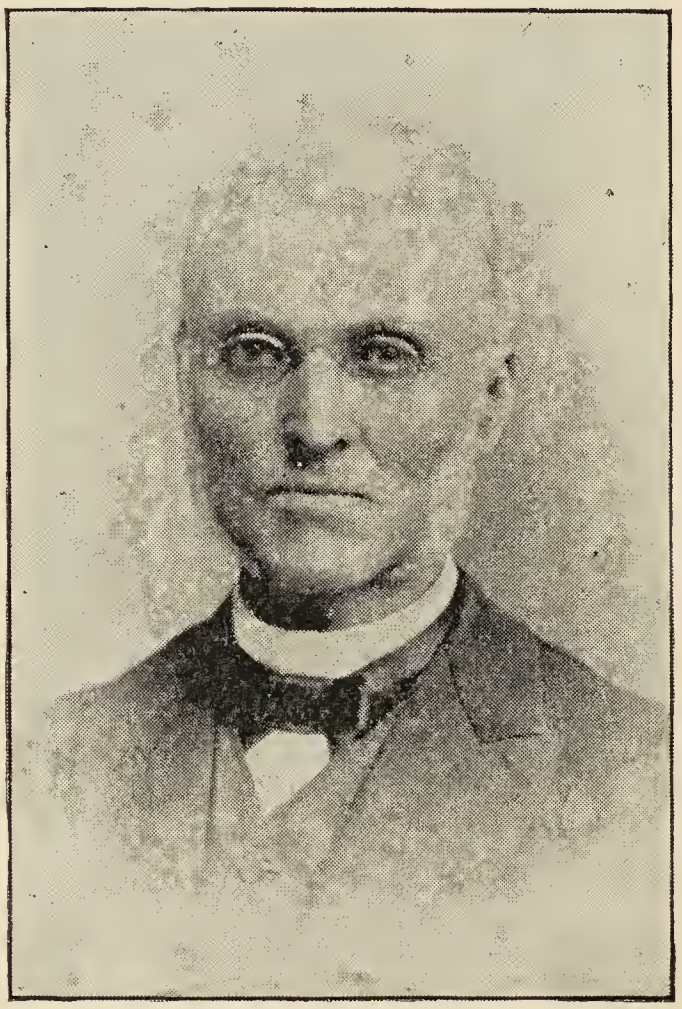
to attest this fact. The investment feature, no doubt, has great weight with him; for, as one has said: What better expectation can be had of money than an offer to give for $100,000 in one year possibly $1,500,000, or for $200,000 in two years, or $300,000 in three years, and so on, finally ending with $2,000,000 for an outlay of $1,500,000 in fifteen years, and this last a certainty. And an important consideration is the usual need of ready money to settle a large estate. None of the enormous sacrifices, all too common, are involved, and there can be no question of solvency. Mr. Wanamaker once said:

"By investing in life insurance for the benefit of my estate, payable either in my later years or at my death, I am enabled to do my good as I go along. It may be selfish for me to wish to see the fruits of the seed I sow. Possibly. If so, selfish let it be. I take great pleasure in being my own executor. If I were to spend my money lavishly, without thought of my estate and those who are to benefit by it after I die, none could gainsay my right; but I would not feel contented and satisfied."

BETHANY SUNDAY SCHOOL.



ONE must go back a generation to start with the inception of the famous Bethany. On the afternoon of Feb. 7, 1858, through a blinding snowstorm, John Wanamaker went with a missionary of the American Sunday School Union, Mr. E. H. Toland, to a second story back room of an humble house at No. 2512 Pine Street, Philadelphia, to begin a mission Sunday school in a very destitute and unpromising quarter. Twelve children gathered, and, as there were no chairs or seats of any kind, they sat upon the floor. Mr. Toland gave out a hymn, which was sung. During the prayer, they all heard a rattling at the front door, which they had locked as a precautionary measure against the toughs of the neighborhood, known as "bouncers" and "killers," whose clubs were the terror of the community. The noise soon ceased, and the fourteen in the little back room breathed easier. The respite was of short duration, for the toughs soon renewed hostilities at the back door, which they broke open. They rushed upstairs and into the Sunday school room. They brandished their clubs and shook their fists in the faces of Mr. Wanamaker and Mr. Toland, and swore that no Sunday school should be held in that neighborhood. The children beat a hasty and



MR. E. H. TOLAND.

terrified retreat before this invasion, and the two young men, who were threatened with a terrible beating, soon gathered up their books and left. They soon overcame their fears, and on that same afternoon, Mr. Toland and Mr. Wanamaker found another room to let at No. 2135 South Street. They got the refusal of it, and returned through the week and rented it for five dollars a month, and on Sunday, Feb. 14, 1858, was made the actual beginning of the Sunday school. The mission started by Mr. Wanamaker and Mr. Toland was first called "First Independent Mission," then "Chambers Mission School" and lastly "Bethany Mission."



THE FIRST MEETING AT 2135 SOUTH STREET.

At the first session at No. 2135 South Street there were gathered twenty-seven children and two women, besides Mr. Toland and John Wanamaker. There were no benches or chairs, and it looked as if the first session would have to be held with all standing; but finally the landlord, Andrew Kincaid, a shoemaker (who died during the last year), was prevailed upon to bring up from his cellar some old boards and bricks. Rude benches were improvised from these on which they all sat to say their first lesson. During the week John Wanamaker had bought a second-hand stove around on Twenty-First Street, and had taken it to the room and set it up.

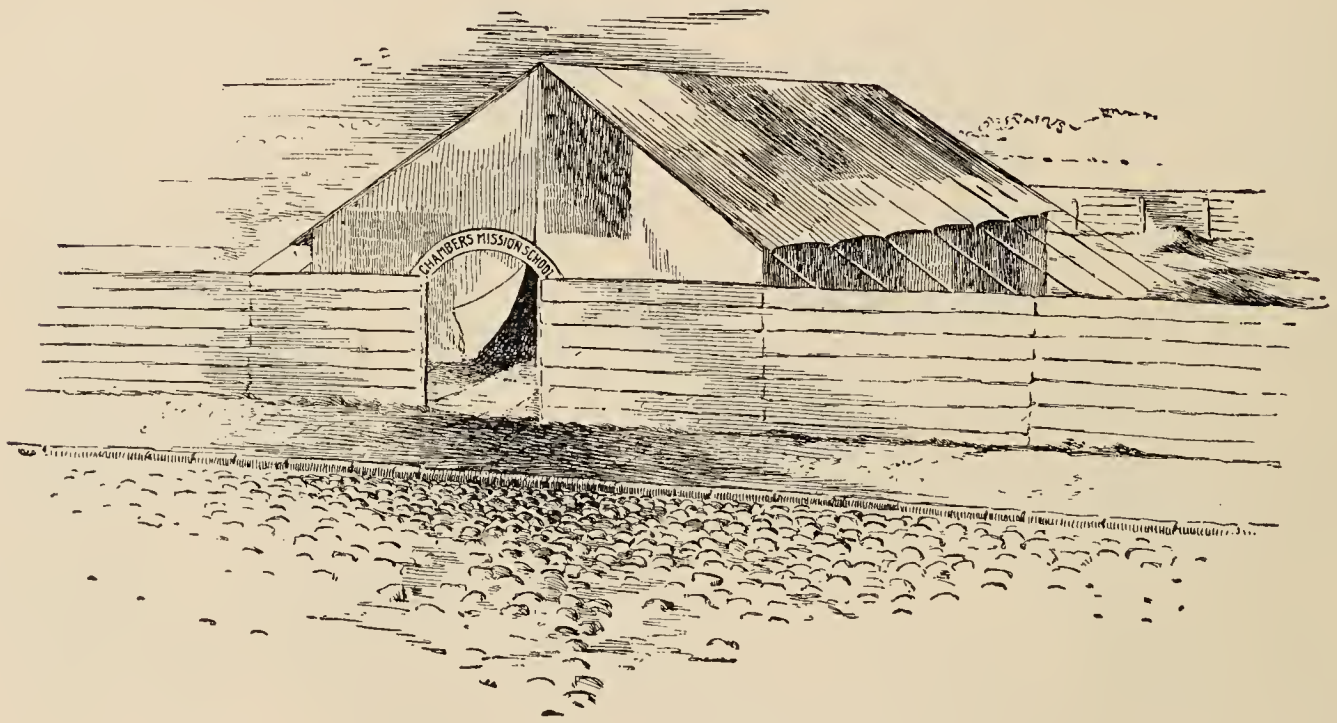
George H. Stuart, in his delightful autobiography, says of the founding of Bethany Sunday School:

"It was in connection with this Association and as its president, that I acquired the honor of being 'the grandfather of Bethany Sabbath School,' now the largest and most successful in the city, having some two thousand five hundred pupils and a Bible class of some four hundred taught by Mr. John Wanamaker. We were in the habit of holding monthly meetings of the Association, at which topics of practical importance and interest were discussed. At that time there was a great movement among the various Evangelical churches in planting mission Sabbath schools in the city and our own little church had three such schools. The subject for discussion on one evening was the question, 'What are the benefits to the church, or parent school, of establishing mission schools?' During this discussion a young man of prominence and a good speaker told the meeting that he was proud to say that he belonged to a church (one of our leading churches) which had no mission Sabbath school. The result of this speech was the organization of the Bethany School. Mr. John Wanamaker, one of the youngest men of the church to which the speaker belonged (that of Rev. John Chambers), and some others of the congregation, were aggrieved that their church should not be represented in this good work, and started out soon after to the most destitute part of the city, then haunted by a gang called the Schuylkill Rangers, so that life was considered insecure late at night. They procured, with great difficulty, a room in which to commence, and organized a school in connection with their church. This school grew so rapidly that a building was soon after erected for its use; but that soon became too small, so that a larger lot was secured in an adjoining neighborhood, and a schoolhouse built on the rear, with the intention of building a church in front. The school still grew so rapidly that the ground intended for a church was covered by the necessary school buildings and a large lot adjoining was secured for the church. Here a church was soon after erected capable of seating nearly two thousand persons. So a little mission school in an upper room has grown into a large Sabbath school hall and adjoining church building at the corner of Twenty-Second and Bainbridge Streets, being known as the Bethany Sunday School and Bethany Presbyterian Church, connected with which there are schools of various kinds held during the week, libraries, reading rooms, and even a savings bank in which poor people can deposit the smallest sums, also a dispensary where they can be treated without charge,— all designed to benefit the vast population that is now gathered in that part of the city. From being regarded as one of the most abandoned portions of the city, the vicinity of this school has become a delightful place of residence for that class of industrious, God-fearing people whom it has done so much to create. I rejoice that I was, in any degree, permitted to give an impetus to this grand movement."

The windows of the schoolroom looked out over vacant fields. With one exception there was not a house between South Street and the Baltimore and Ohio Railroad. The present district of substantial houses was then covered with brickyards, duck ponds and ash heaps; and the vacant lots and dark corners formed by the piles of

bricks were a sort of rendezvous for the Schuylkill Rangers. But Sunday after Sunday more and more children came, until there were sixty in the little room. They then hired an adjoining room and filled it, piling some persons on the stairs. Then they added a third room downstairs.

On the 4th of July Mr. W. C. Oberteuffer proposed, in view of the crowded condition of the room, to put up a tent on the adjoining lot to accommodate the people. This was agreed to as the only thing possible at the time, and during the week the old man went along the wharves of the Schuylkill River and begged old ship sails.



THE CHAMBERS MISSION SCHOOL.

On the 12th of July the boys of the school and their superintendent levelled the ash lot on South Street between Twenty-First and Twenty-Second, and from Harmstead to South, and put up the tent. There were threats that the tent would be torn down, but many of the blusterers came to be numbered among those who supported the work with their money and guarded it with their muscle and their prayers. When the tent was finished an old white pulpit was obtained from John Chambers' church lecture room. The tent had a seating capacity of four hundred, and the curtains on sides of the tent could be lifted up, making room for five or six hundred more. Preaching was now held. Rev. Doctor Challen preached in the morning, and in the evening Rev. J. R. Keisler.

Crowds flocked to this novel place of worship. Of course many

were attracted by idle curiosity, and the toughs that infested the neighborhood gathered to see what chance there was for raising a disturbance. But the size of the audience and the earnestness of the teachers and leaders seemed to appeal to their better natures, and the worshippers were unmolested. Friends gathered about this handful of people and determined to build a place to worship in after the summer was over. A lot of ground fifty by seventy feet on South Street, above Twenty-First, was bought, and on the 16th of



THE FIRST HOME OF BETHANY SUNDAY SCHOOL.

October, the corner stone of a brick building forty by sixty feet was laid by Rev. John Chambers, Alfred Cookman, James Neil, Doctors Teyburn and Brainard, McLeod and Richard Carden.

The building was not completed when the cold weather came, and the school lodged in a shed of the Lombard and South Streets Passenger Railway Company, on South above Twenty-Third Street, for three Sundays. It was then housed by the directors of the public school on Twenty-Third Street above Lombard, where it met until it moved to the new home for the dedication services, which took

place on Jan. 28, 1859. At the first session in the new building there were two hundred and seventy-four pupils and seventeen teachers present. On the 25th of March, 1865, Rev. T. Lowrie made his first visit to the chapel, while serving the Moyamensing



THE PRESENT HOME OF BETHANY.

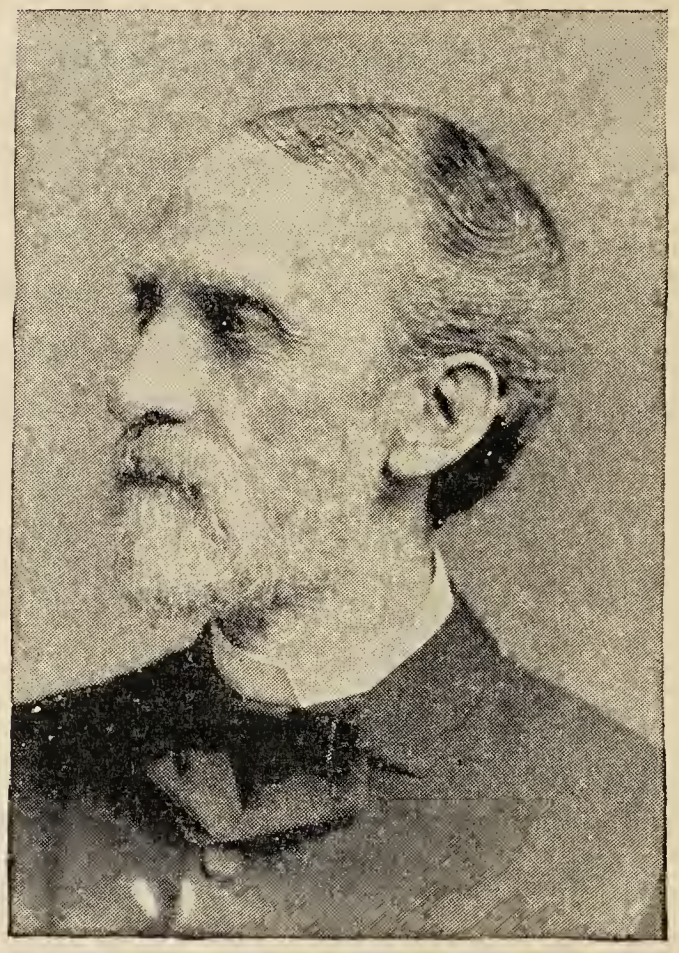
Mission, now the Harriet Holland Church. On the 19th of August, 1865, Mr. Lowrie began active labor with the mission, and on the 24th of September the church was organized with twenty members and one elder. The prosperity of the work now fairly began, and soon the building was too small. The members prepared to accommodate the neighborhood, which had commenced to grow. The

lot on the northwest corner of Twenty-First and Fitzwater was bought. It was then thought to be too small, so the lot at the southeast corner of Twenty-Second and Shippen (now Bainbridge), which was 112 x 138½ feet, was bought. On the rear of this lot a great structure was begun in the spring and dedicated on Feb. 13, 1868. The part of the ground in front left for the church was thought to be too small and was never built upon, but was absorbed in the rebuilding of the Sunday school building. A lot 100 x 138½ adjoining on the east was purchased for a church building, which was slowly erected and finally completed in 1874, giving a property to the Bethany work of two substantial stone buildings, covering a lot 212 x 138½, seating 4,820 persons and costing altogether $214,000.

The growth of this wonderful mission has been marvelous. Now there are nearly three thousand weekly attendants at the Sunday school besides the hundreds and hundreds of visitors. The school has over one hundred teachers and seventy officers. And the establishment of the church could truthfully be classed as a grand piece of political economy. It has built up that neighborhood and been of invaluable service in establishing and maintaining law and order in that part of the city, formerly so disorderly and dangerous to life and property. Rev. Dr. A. T. Pierson, shortly after resigning the pastorate in 1889, said in regard to the work of Bethany:

"From the first inception of this enterprise a twenty minutes' prayer meeting has been held at the close of the Sunday school session, and visitors present at the school are invited to remain and participate. At times as many as fourteen nations have been represented in those who have taken part in one of these after meetings, and who have gone to their distant homes to bear the inspiration of this school like a live coal to kindle fires on other altars. The direct and indirect influences of this evangelic church and school no pen can record, for no arithmetic can compute it. That whole section of the city is transformed. The drinking saloon and filthy hovel have given way to great blocks of neat and economical homes for the workingman. There are sobriety, order, thrift, piety, where once drunkenness, anarchy, idleness and crime abode. That school and church have made police stations and lockups needless and introduced all the blessings of a Christian civilization to redeem poverty and misery."

Dr. Pierson himself was a grand man for this grand work. At a meeting of the congregation of Bethany in June, 1883, it was unanimously decided to call him to the pastorate. He accepted, and for six years filled the pulpit and worked with untiring zeal. But for a long time Dr. Pierson had felt that he could be of greater use to the cause in stimulating missionary activity in the United States and Europe. So, after mature deliberation, he decided in June, 1889, to tender his resignation as pastor of Bethany to take effect on August 1. He was urged to withdraw it, but he remained firm, and finally his resignation was accepted. A call was then extended to Rev. J. Wilbur Chapman, D. D., of Albany, N. Y., to succeed Doctor Pierson. In March he began his active work.



REV. DR. A. T. PIERSON.

Years ago, when Bethany was building, the trustees found that they needed more money than they had at first supposed. The building was rapidly approaching completion, but they discovered that they had made no provision for the ventilation of the main room. All the people who had contributed were discussed, and it was decided that the drain had been so heavy upon them that they could not at that time be asked to give more. There was only one man, a wealthy marble dealer, who had refused aid, and no one had the courage to attack him. At last Mr. Wanamaker, who was one of the trustees, offered to go in person to the marble dealer and present a picture of children suffocating in a Sunday school for need of air. He went to the old gentleman's office, which was in his marble yard, and as he passed in he noticed a twelve-foot iron basin, which in former days had been a fine fountain, but the running of which the marble dealer had stopped when he bought the place, as the water supply drew too heavily on his purse. Mr. Wanamaker presented the case.

"Not a cent, sir, not a cent for such frivolities," said the marble dealer.

Mr. Wanamaker was daunted, but as he rose to go, his eye caught the shafts of marble outside.

"If you do not wish to give money," he began, with a wicked intent of arousing the old gentleman's ire, "you might send over a block of marble. It could be sold, or might be used some way in the building."

The marble dealer was furious. He saw that his visitor was making game of him, and was about to make some violent answer, when he happened to see the iron basin without.

"H'm," he chuckled, "there's that old fountain out there. I've tried several times to give it to draymen to sell for old iron if they would cart it away. You can have that for your Sunday school."

"Very well, I will have the men come around for it to-morrow. It can be put to better use than either money or marble."

The old basin was cleaned and newly painted before the marble dealer's eyes and was then taken to the Sunday school, where it was set up in the middle of the big room, and a grotto with trailing plants arranged in the centre.

No matter whether you care particularly about such things or not, let me take you to the Sunday school to spend an hour; or if you like, we may come out sooner. We go in off Bainbridge Street, and soon find ourselves in the visitors' gallery, which extends around three sides of the auditorium, part of which is reserved for classes. Although we are there long before three o'clock, we find hundreds of visitors already assembled. The subdued hum and bustle of new arrivals increases, and very soon the visitors' gallery is filled, and seats are found for the late comers wherever it is possible. For many room is made on the platform near the orchestra. Presently a tall, clean shaven, neatly dressed gentleman steps in. He makes his entrance in the southwest corner. Everybody knows the new arrival; that is shown by the friendly nods. Mr. Wanamaker, preserving his habitual self possession, slowly makes his way toward the desk which stands in front of the pulpit and far below it.

It is just three o'clock, and the congregation, or class, rather, for Mr. Wanamaker's adult pupils form only a fragment of Bethany's big army, is singing as the teacher makes his appearance promptly

on the minute set for the weekly lesson. The hymn is not interrupted, and the last verse is sung with added pathos, for two or three of the members have made addresses applying the lines to a tender and brave young woman, a member of the class, whose death had just occurred. Mr. Wanamaker joins in the singing (and he sings well) as he steps to the platform. Now the male chorus of half a dozen trained singers, under direction of Professor Sweeny, take their position back of the superintendent. They sing without



AN INTERIOR VIEW OF BETHANY SUNDAY SCHOOL.

accompaniment. Then the pastor prays and the teacher talks. It is a devout talk, full of the milk of human kindness, full of the marrow of hard sense. Something is let out that the most careless of all the listeners is glad to carry away and remember. Then there are the usual closing exercises, and the immense audience passes slowly out, many lingering behind for the cheerful greeting and the hearty handshake of the Postmaster General. We have stayed an hour and have not known it.

There are livelier times than ever at the Sunday school on Christmas Day; and livelier times at Thanksgiving. A press account of last Thanksgiving is a good one:

"Postmaster General Wanamaker with a ham on his back. Rev. Chapman with a sack of salt on his back. These were Thanksgiving Day scenes at Bethany Sunday school, where, as usual, its leader, John Wanamaker, provided something unique in the services.

"'Let everybody bring an offering for the poor and sick,' he said last Sunday. 'Anything — from a loaf of bread to a ton of coal.' So when the people went to service at ten o'clock yesterday, they did take with them good things for the poor. They piled them high before the platform, and it was a sight to suggest that the millennium was coming right in the middle of this wicked nineteenth century. They piled them up and piled them up — bags of sugar, sacks of salt, bundles of celery, baskets of apples, crates of eggs, cans of tea, and bags of coffee — enough to stock several grocery stores. Then when the congregation, from which flowed this vast charity, had been dismissed, the most interesting scenes were the assortment of the contributions preparatory to their distribution. Postmaster General Wanamaker took off his coat. Rev. Wilbur Chapman also appeared in his shirt sleeves. They assorted the contributions — carrying boxes and bundles and bags in their arms and over their shoulders. Some flour spilled down the neck of Pastor Chapman, and ham strings soiled the fingers of the Postmaster General. The flexor muscles of their arms were stretched as they had not been stretched for a long while in their ordinary business, and they all confessed this truth after the things had been ordered to be sent around to poor families, to hospitals, to orphanages, wherever they had heard of want, and wherever it might arouse Thanksgiving pleasures in the hearts of the needy. When it was all over the Postmaster General bundled on his overcoat over his floured suit and took his carriage for Jenkintown."

Mr. Wanamaker has frequently said that he owes his start in life to his ability to save money and to practise close economy at all times. Whenever a young man approaches him for advice in any business matter, no matter how busy Mr. Wanamaker may be, he generally finds time to give the anxious applicant a few kindly words of advice and encouragement, and always to say: "Save your money." For years he has felt that habits of saving and thrift should be encouraged among the working people, and particularly among children; that it would all add greatly to their material comfort and content as well as foster higher aims and create a desire for more ennobling pursuits. And with this thought constantly in mind he established a few years ago a penny savings bank. It was first opened in the schoolroom at Bethany. A safe was put in and a banker's desk erected and the institution was opened for business on the evening of Aug. 1, 1888. Deposits were made by children

themselves, by parents for their children, and by adults on their own account. These ranged from one cent up to several dollars each.

The savings bank was successful from its very inception and soon outgrew its quarters in the schoolroom. When it was found that there was no law under which a penny savings bank could be incorporated, the efforts of Mr. Wanamaker secured an act of Assembly, and it was signed by Governor Beaver on May 20, 1889. The officers of the bank now purchased a lot on the southeast corner of Twenty-First and Bainbridge Streets and remodelled the building on



THE PENNY SAVINGS BANK.

it so that it would be suitable for banking purposes. The total cost of the lot and building was $10,000. The bank is sixteen by forty-two feet, and is three stories high. The basement is furnished with a safe deposit vault and has locked drawers for depositors. The bank opened for business in its new quarters on May 1, 1890. Up to this time deposits had been received only in the evenings, and the officers served without compensation. Now regular banking hours were established, from ten to three daily; and on Monday and Friday evenings deposits are received until nine o'clock. A salaried cashier and assistant were appointed. During the first twelve months of the saving fund's existence 3,596 accounts were

opened, and $118,923.82 deposited in sums ranging from one cent up. At the close of the year $85,606.81 remained on deposit. On the 25th of June, 1892, there had been 8,750 accounts opened, and almost half a million dollars had been deposited. Nearly two thirds of the depositors are children, and many of the depositors actually believe that Mr. Wanamaker now controls the bank absolutely and is individually responsible for every cent of its liability.

It is worth while to spend half an hour in this bank some morning. First a neat, happy looking woman with a market basket on her arm steps in, deposits the amount that can be spared from the weekly earnings; she is scarcely out of the door before a wee toddler enters and stands on tiptoe to reach his penny and book over the counter to add to his cherished hoard. And so it goes on, from ten in the morning until three in the afternoon. On the three evenings in the weeks that the bank keeps open, the mechanic, the clerk, the bronzed laboring man, the prosperous husbands of happy families, drop in and leave their little sums for the growing nest-eggs laid by for a rainy day. Mr. William McCouch, who first acted as the bank's voluntary cashier in the Sunday school building, and is still faithfully filling that responsible position, is personally acquainted with nearly every one of the bank's nine thousand depositors, and he meets them all with a smile of friendly recognition. The bank is managed by a board of directors, of which Mr. Wanamaker is president. The act of incorporation limits the investments of penny savings banks to only first class securities, such as Government bonds, city bonds of cities in the best standing, and real estate mortgages. The funds of the First Penny Savings Bank are invested principally in real estate mortgages bearing five and six per cent., and are therefore absolutely safe. The bank pays three and one half per cent. on all deposits, and when the surplus amounts to fifteen per cent. of its deposits all in excess of that amount is once in three years divided equitably as an extra dividend to depositors. Any minor can open an account in his own name. No director or employee of the bank can borrow the bank's funds.

In the spring of 1890 the Langley House at Ocean City, N. J., was purchased by the superintendent's class of Bethany Church. The object in view was to enable members of Mr. Wanamaker's class to enjoy the benefits of the ocean air at a very moderate cost,

and particularly to enable working people to seek rest at the sea shore, who never could afford the high hotel rates at the average resorts. A more worthy object still was that those members of the class who were ill and could not pay, and elderly people too, could enjoy themselves there free of cost. The house was rechristened "Ocean Rest." It is a big three-story structure on the edge of the beach, having a lot 150 x 235 feet. The house has forty sleeping rooms, a parlor, a large dining-room, and kitchen and smoking



"OCEAN REST" AT OCEAN CITY, N. J.

rooms on the first floor. There are wide verandas on the front and side of the house at the first and second floors, and twelve bath houses hide themselves under the veranda. The establishment was formally dedicated on July 11, 1890, Mr. Wanamaker's fifty-third birthday.

In 1882 there was opened in the Bethany Sunday school building the Bethany Industrial College, an idea of Mr. Wanamaker's, to give instruction in the evening to those whose time was occupied during the day in the pursuit of bread and butter. The different branches taught were book-keeping, phonography, drawing, elocution, paint-

ing, French, German, vocal and instrumental music and art embroidery. The tuition fee is $1.50 for a course of forty nights. Two thousand people gathered to witness the exercises incident to the closing of the sixth scholastic year. The whole number of students during the year was four hundred. The average attendance for the seventy evenings the college was in session was one hundred and thirty-four. The number of lessons given was nine thousand. Thirteen branches were taught. Since the institution of the college three thousand young people have received instruction and the sum of $4,700 has been spent for tuition.

FOUR GREAT POSTAL DEPARTURES.



THERE have been postal telegraph propositions in this country ever since the war. It has been urged to buy existing telegraph lines, or to lease them; and it has been proposed to build Government lines. The most interesting proposition is not of this kind at all. There is nothing terrible or monstrous, or even radical about it. It is plain, easy, and business-like. It proposes simply that two tremendous machines, the Post Office Department and the telegraph companies, shall help each other perform their work. It is a proposition that the eleven thousand letter carriers of the Department shall help the telegraph companies collect and deliver their messages, and that a few postal clerks in a central bureau at Washington shall manage the stamp department and so shall do the book-keeping for this part of the business of the companies. It is a proposition, on the other hand, that the telegraph companies shall transmit, in return for all this saving of cost to them in the conduct of their business, telegraphic correspondence at rates which might equitably be reduced by exactly the cost of these items of expense, which it has been most commonly estimated amount to a third of their whole operating expenses.

So telegraphy would be cheapened. It would be brought within the reach of millions of more people. It is not guesswork to say so, because the universal experience of other countries as well as this is that where postal facilities are cheapened and otherwise made easy of access, added business has resulted which has more than made up for any increased expenditure. The expense to the Post Office Department for doing its part of the work would more than be made up by the accessions to the postal revenue, not only

from the appropriation of two cents of the postage rates proposed for telegrams under the scheme, but also from the impetus given to general correspondence. The telegraph companies would be compensated by an immediate saving of the important expenses mentioned, and by a remote if not an immediate accession to their general business, which the cheapening of telegraphy and the impetus given to general correspondence would surely bring about. This is not merely the opinion of prominent persons on the postal side of the question. Many directors of telegraph companies, and many other business men of undoubted success and judgment, agree that these results would inevitably follow.

The most discussed bill for the attachment of the telegraph to the postal service provides substantially that all post offices which enjoy the free delivery service and to which it may be from time to time extended shall be postal telegraph stations; though the Postmaster General is empowered to designate, as may seem wise, upon the application of the public or the telegraph companies, other post offices and telegraph offices, from time to time, as postal telegraph stations. The act would be put into effect after the Postmaster General had invited proposals by public advertisements from telegraph companies either in existence or to be established, and had contracted with one or more of them for a period of perhaps ten years under conditions and at rates carefully laid down in the bill; with this provision, too, that the rates or tolls might be decreased from time to time, with the consent of all contracting parties. People would drop their postal telegrams (which would be messages made out either upon stamped paper sold by the Department or upon any sort of paper provided with stamps sold by the Department), and would deposit them, as in the case of letters, in the letter boxes, whether put up in the streets or attached for collection and delivery posts at house doors. These postal telegrams are collected three or four or eight or ten times a day, as the case may be, by the carriers on their regular tours of collection. Similarly, when they reach their destinations, the telegrams are delivered on the regular deliveries by the carriers.

The proposition provides that telegrams shall be sent in the order of filing, except that priority shall be given to telegrams relating to the business of the Government. This means what it says. It

does not mean that the telegraph companies may pretend to send telegrams in the order of filing, and not do it; or that they may pretend to send Government telegrams, as they are supposed to be required to do, in advance of other business, and not do it. It means that a batch of telegrams received from a carrier on a given trip shall be dispatched before those received from a carrier on a succeeding trip shall be sent. There is no deception here. The sender of the postal telegram will understand perfectly well that, while the service in his particular case will not be as quick as the regular service (though it is quite as likely to be as quick), his message will nevertheless have a fair chance with all others; and if it is not very urgent, perhaps he does not care — the next morning or the same afternoon will do. And always the contracting telegraph companies keep up their regular line of business and always they are accessible to intending senders of telegrams, if these people choose to pay the higher rates and take the chance that their telegrams will be delivered sooner.

It is provided in the bill that no liability shall attach to the Post Office Department on account of delays or errors in the transmission or delivery of postal telegrams. This follows the practice of the Department with reference to other correspondence. The public takes its chances with letters and packages because it is the Government (which it trusts) which transports them. The public would do so just the same with telegrams. It is made a great argument in opposition to postal telegraphy that senders of messages would be without the insurance which the telegraph companies now offer. But the item of expense incurred annually by a telegraph company for damages caused by delays and errors is infinitesimal, and the company fights every claim as hard as it can. The inducement, therefore, which the regular or preferred service, as it might be called, would have to offer over the limited service proposed, would be infinitesimal; and besides, the present plan would not pretend to do things with a safety which it did not mean to offer; and besides, again, if persons did not like to take chances with postal telegrams, they could still use the regular service of the telegraph companies at the higher rates.

The rates under the proposed bill would be as follows: For twenty words between stations within a state or territory, or between

stations three hundred miles apart or less, fifteen cents; for twenty words between stations in the states of Wisconsin, Illinois, Kentucky, Tennessee and Mississippi, and the states east of them, twenty-five cents; for twenty words between stations in the states of Minnesota, Iowa, Missouri, Arkansas and Louisiana and points west of them twenty-five cents; for twenty words between stations in states forming, generally speaking, zones up and down both sides of the Mississippi, twenty-five cents; for twenty words between any two stations not above provided for, fifty cents; for all words in excess of the first twenty, one cent per word. The prepayment of replies would be made at the office from which the original telegram was transmitted. The rates for Government work would be annually fixed by the Postmaster General as at present. Postal telegraph money orders would be transmitted under the regulations now in vogue; only the tolls would necessarily be double the cost of the transmission of money orders by mail.

The contracting telegraph companies, it is carefully provided, shall have all the revenue from this postal telegraph service except the usual rate of letter postage, two cents for each telegram. This is reserved to the Post Office Department to cover the expenses of supervision, book-keeping, etc. It will more than cover this expense, because the present rate of letter postage more than covers — exceeds by $30,000,000 annually, in fact, — the expense of transmitting the letter mail. The postal telegraph accounts would be kept like ordinary postal accounts by the Sixth Auditor of the Treasury. The Postmaster General might provide suitable quarters in post offices for the use of the telegraph companies. Nothing whatever in the act, however, would prevent the telegraph companies from maintaining offices of their own wherever they chose. Nor could the telegraph companies compel the Postmaster General to furnish quarters in post offices. The companies would employ at their own cost, of course, all offices, operators, employees, etc., for the transmission of postal telegrams. All of the work would be done by the telegraph companies, and the telegraph companies would be paid for performing the work by the departmental allowance of all the money collected for the work except two cents, as before stated, for each telegram. If the postmaster were to act as operator at some point, he would be compensated by the telegraph company for that

work like any other employee of the telegraph company for similar work; that would be an affair of the contractor. A railroad or a steamboat line, when it transports mail bags, hires the conductors and the captains, the brakemen and the deck-hands.

No distribution of patronage at all would be involved; it is distinctly prevented. No expense to the Government could be involved; that is distinctly prevented. The postmasters would be compensated for the postage portion of stamps and telegraph forms as they are now compensated for postage on regular mail matter. Any contracting telegraph company, as it is distinctly provided, might do its regular business for the public as at present. The public would be perfectly free to use the quicker form of telegraphing — if it continued to think it really a quicker form of telegraphing. No telegraph company, indeed, would be compelled, nor could any telegraph company possibly be compelled, to bid for this limited class of work at all if it did not choose. If a bill like this were passed and bids were publicly advertised for, and no telegraph company chose to bid at the rates mentioned in the bill and under the conditions advertised, there would be no postal telegraph — unless, possibly, some company of capitalists chose to build new lines on the prospect of securing the contract.

It has never been made clear to the public why the telegraph monopoly has opposed a postal telegraph. It may have been because it feared that other companies might be organized to bid successfully under it for the limited class of work; and this would surely indicate that the rates set down in the bill are not too low. Because, even if the chance of success against the present well-intrenched companies might be endangered on account of the large first cost of plant and the small resources and facilities, still there have been capitalists of judgment and real wealth willing to do it. The true theory, no doubt, is that, while all the telegraph companies would make just as much money after awhile — because they would be compensated fully for the deductions in rates by the extra assistance that would be allowed to them — they would be obliged really to earn their dividends, would be compelled to do honest work at honest prices and for honest returns; and meantime might come a possible financial shake-up and discomfiture. The opponents of the measure do not longer maintain that postal telegraphy is an

illogical, unconstitutional development of the postal service (except, perhaps, they do it in some quarters for effect). They chiefly argue that the American people (who of all nations need quick communication) shall practically be kept twenty years behind the times; and they hold, too, that the American people are not ingenious enough to utilize the Post Office Department and the telegraph machinery in conjunction with each other, and that there is no brain in this American nation big enough to inaugurate a departure like this.

Those who have studied the postal telegraph question find it hard to believe that it is not coming. It proposes to pay for the work that it involves, just as the Department pays the railroads, and the steamboats, and the stage owners, and the pony riders. Nobody would have to use a single postal telegram — any more than he would have to write a letter, or any more than he would have to send it by steamboat rather than by train. There could be no increase of Government employees — except for a small central bureau in Washington, or perhaps only for the employment of a few clerks to handle the additional stamp business; and this would be made up many times over by the added revenue due to that business itself; and hence there would be no expense to the Department or the people. Those who did the telegraphing would pay for it as now. They would have to buy the stamps or the stamped paper before they sent their telegrams, and having done that, no possible expense could devolve upon anybody else for this work. The operators, like any other persons handling any part of the mails, would be under oath to perform their duties faithfully, and if they did not they would be sentenced, as provided in the bill, to hard labor for a year, or three years.

This argument is one of the Postmaster General's many:

> We feel rather proud if we quicken a mail between New York and Chicago by three hours. We smile with satisfaction if we induce a railroad company to put on a new mail train which puts the business men of New Orleans, say, four hours nearer to the business men of Chicago. Here in the postal telegraph plan is a proposition that saves days and nights. An astonishing increase of ordinary correspondence by telegraph would inevitably follow the establishment of low rates. The consumer and the producer would be brought nearer together. Neither would be robbed so much, and ultimately, it might not be possible to rob him at all if the means of communication by which middle-men, speculators, and adventurers, possessing as they do the advantage of money, were

not monopolized. The reduced rates would extend to press dispatches. Papers could be established, or could have telegraphic news, where now they cannot afford it, and the news monopolies would be interfered with.

A fine old subterfuge always is to argue the unconstitutionality of the postal telegraph. It is absurd. The powers granted to Congress by the Constitution are not confined to those facilities and instrumentalities of the postal service which were known or in use at the time of the adoption of that instrument. They keep pace with the progress of the country and adapt themselves to the new developments of time and circumstances. They extend from the horse with its rider to the stage coach, from the sailing vessel to the steamboat, from the coach and steamboat to the railroad, and from the railroad to the telegraph, as these new agencies are successfully brought into use to meet the demands of increased population and wealth. This is the language of the Supreme Court.

Another point usually made very much of is that the contents of messages would be given out. Absurd again. The telegraph, as Judge Cooley has so well said, is established as a means of correspondence, and as a substitute sometimes quite indispensable for postal facilities. The reasons of public policy for maintaining the secrecy of telegraphic communication are the same as those which protect correspondence by mail; and both methods of correspondence are equally protected by constitutional guarantees. Though the operator is not a public official, that circumstance is immaterial; for if it be permissible to make him testify to correspondence by telegraph what good reason can be given why the postmaster should not be made subject to process for a like purpose and compelled to bring into court correspondence which passes through his hands and to open it for the purpose of evidence?

The present Postmaster General has warmly advocated three other far-reaching departures which are logical developments of the postal service, and easy and inevitable methods also of quickening all communication in this country. Indeed, they, with the postal telegraph, propose to bring every man's door practically in electrical communication with every other man's. The first of the three is the postal telephone, which would connect all the suburbs, villages, country stores, and other meeting places in the neighborhood of a

free-delivery city or town, with similar points in the neighborhood of every other. The extension of the free delivery into the country is the second of these great departures. That proposes to employ carriers in villages and farming communities smaller and more and more sparsely settled, as occasion and the prospect of sufficient remuneration require, for the collection and delivery of mail at the door of the villager or rural dweller; and, wonderful to say, forty-six experiments in this line have in the aggregate actually made money in a year, which is conclusive proof, not that universal free delivery is within reach, for that is not the contention, but that the free delivery service may without expense, if not actually with profit, be extended more and more into the country. The third thing is the house letter box, so called. Experiments, tried under the most unfavorable conditions, have shown that the same carrier taking the same amount of time may collect mail from the door of everybody on his route who has mail to collect, and deliver whatever he has to deliver upon this same regular route, without any loss of time, offering, of course, the two incalculable conveniences of having letters dropped without delay in a safe place and collected, without the slightest inconvenience, from one's front door.

But these four reforms, the postal telegraph, the postal telephone, country free delivery, and house-to-house collections of mail, are discussed in one of the Postmaster General's off-hand talks incisively. Mr. Heath, of the *Indianapolis Journal*, asked him what he would do to develop the postal service, if he could have his way. He said:

"There are four things that I can think of right away that I could do. They are the simplest and easiest business propositions; and yet, consider them a moment with me and see what a marvelous change they would work in the postal system. See if each one does not commend itself to your business judgment. See if you don't even feel sorry that politics and private interest stand in the way of these improvements.

"You know that I have fought somewhat for a postal telegraph. It has not been proposed that the Government should purchase or lease existing lines or build any new ones. It has been contemplated to do nothing of the sort. It has merely contemplated contracting with existing companies, or with companies that might be incorporated, for the transmission of messages at reduced rates, in consideration of the collection and delivery of these messages by the letter-carriers of the Post Office Department. That is all there is of it. But think how much there is of it! Every one of the six hundred cities in this country — I think the number is about six hundred now — which have the free-delivery

service, would be in direct electrical communication with every one of the five hundred, and that, too, at rates low enough so that the plain people, who do the bulk of the corresponding in this country, and not merely the wealthy business people, could use the quickest means of intercommunication. The telegraph



AT ROSEBURG, OREGON, A VILLAGE FREE DELIVERY OFFICE.

companies could afford to do this work thus cheaply for three reasons: One is the additional patronage that the reduced rates and the regularity of collection and delivery would bring; another is that their items of expense for collection and delivery would be removed; the third is the use of the offices, clerks, stamps, etc. In other words, the two great machines of the telegraph plants and the free

delivery plant of the Post Office Department would fit into each other, helping each other out and doing work at far less expense than would be required for either to do the work independently. A person dropping a letter designated "postal telegram" in a box in Chicago would have it taken up in the next collection, telegraphed to its destination, say New York, and there taken out and delivered in the first delivery. The answer would be sent off in the same way exactly. The Department would contract with bidding telegraph companies to transmit messages by telegraph, just as it now contracts with railroad companies, steamboats, stage-drivers, etc., to carry messages in sacks. The railroads and steamboats enjoy bidding. They find the transportation of mails for the Government profitable. The telegraph companies would bid, and they would find their work profitable."

"But it has been said that this would all require the employment of extra people and the expenditures of extra money."

"I was about to speak of that. These objections are preposterous, and a very great many who make them know that they are. The telegraph companies that contract to transmit messages for the Department would handle them themselves, just the same as the railroad companies employ their engineers, firemen, brakemen, etc., and the Department would have no more control of the operators or other employees of the telegraph companies than it now has over the beforementioned railroad employees. The only regulation that would be required would be similar to that now exercised over the railroads; namely, a certain inspection to make sure that contracts are lived up to. A few clerks might be necessary to manage the stamp accounts, and keep the books, and that sort of thing. There could not possibly be any other employment of civil servants involved, or any other possible expense.

"But let me keep to my original thought. It was that with this limited contract postal telegraph, the Department doing its share and the telegraph companies doing their share of the great work of conveying electrical letters, that millions of people in the free delivery of cities would find a new means of communicating among themselves brought within their reach — a means worthy of these days of American enterprise and invention, and not obsolete for twenty years."

"But, Mr. Wanamaker," said the correspondent, "this does not seem to be providing for anybody except those living in the five hundred cities which have letter carriers."

"I know; and that brings me to the second point which I was about to speak of, the second great step in the ideal development of the postal service, that stupendous, marvelous machine for the transmission of intelligence among the people. Here are telephone lines, say, within cities and outside of them, ramifying everywhere in suburban neighborhoods, going to almost every popular headquarters in town and country. Bring that great means of communication (by contract with the Department, publicly, fairly, economically, inexpensively, as in the case of the telegraph companies) within the reach of all the suburban populations. Why, I dream of ten-cent telegrams and five-cent, if not three-cent, telephone messages. And how wide reaching the combination of these two systems would be, one connecting all the five hundred free-delivery cities — and the number is continually increasing by increase of population and decrease of limits to which the free delivery may be applied — and enabling these millions

of suburban residents to use the telephone, in connection with it. Not even the special knowledge of the telegraph operator, as in the other case, would be required, for anybody can use the telephone, and thousands of little popular centres within easy reach of the big cities would be brought into direct electrical communication with all the other little popular centres, no matter where, in the whole country. There would be no extra employment of people, no extra expense. That is evident as soon as you know the proposition. There would be no additional expense involved, except, as before suggested, in a possible central bureau of a dozen clerks to do the requisite book-keeping. That is the second point that I thought of when you first spoke to me of the ideal development of the postal system."

"What is the third point?"

"The third phase of it," said the Postmaster General, "is the rural free delivery, that is to say, free delivery by carrier in towns, villages, and even farming communities not at present enjoying it. We have been trying it in forty-eight communities, varying in population from three hundred to three thousand, and under all circumstances and conditions as you may have heard, an experiment like this: We have the outgoing and the incoming mails collected from and delivered to every house, and have found that the increased business which these additional facilities bring to the total of the offices exceeded by almost $4,000 the expenditure of $10,000 allowed to be made in a year for the purpose of this experiment. It is evident, then — indeed, we have proved it — that you can spend money for free delivery in these small communities and get it back, and more, too, if you apply it under similar conditions; and it is equally evident that you can put on the free delivery under less favorable circumstances, and still have it pay its way. What I would like to see, therefore, would be a large amount of money appropriated (which, really, would not be appropriated, because it would all come back) for this extension of free delivery in villages and farming communities. That would mean a collection and delivery of mail from every house within the area served by the post office where the service would be put on; and if you think a moment you will see that in thousands of places, especially where the telephone service is connected with the telegraph service, would hundreds of thousands of houses be brought into electrical communication with hundreds of thousands of others. I don't say that free delivery could be made universal in this country for many years to come. That is because of our immense sparsely settled areas, for it now costs us fifty cents to carry many a letter to some remote quarter of the country; but I do say that we can extend free delivery, and that, too, pretty fast, into the country more and more. This you see, is the third thing, and it brings, as I have hinted, hundreds of thousands of homes into electrical communication with an indefinite number of others; for the carrier in the village, as well as in the city, goes wherever there is mail to deliver or collect."

"That is so simple that I should think they would vote the money for it in Congress."

"I should think so, too; I hope they will. The trouble is in getting the proposition rightly understood and in understanding not only that it is not a source of loss in the end, but that it is of incalculable value to all the country homes that would be affected by the extra facilities for receiving and posting letters and papers. Think of the benefit of it to the papers themselves, for instance. The business office of a great Southern paper is of opinion that its weekly circulation,

now over 100,000, would be increased by 100,000, if the country people whom it desires to reach, and who desire to be reached, could only have a chance."

"What is your fourth point in this development of the service?"

"It is more in the line of the last than in the phases of it that are electrical, though both of these last supplement the benefits of electrical communication in a marked degree. The fourth scheme is the application of letter-boxes for the collection, as well as the delivery, of mail from and to everybody's door in every city, town and village, or even farming community, if desired. You may remember that we have had a commission working at odd times during a good part of two years examining fifteen hundred or more models of letter-boxes intended for house doors, or the front walls of houses, with this object in view; to find the simplest, safest, and least expensive device, either for the reception of mail delivered, or for reception and collection both. Of course, the Department would like to see delivery boxes put in, because then a quarter part, say, of the time of the carrier force, which is now consumed in waiting for people to come to doors to receive their mail, would be saved to the carrier force; but that is no reason why the householder would want to pay forty or fifty cents for a letter-box for the purpose. He probably would be willing however, to put in a box if he could have his letters collected from the house door by the carrier on his route without, that is to say, going to the corner or wherever the nearest letter-box happens to be. But, however that was, or is, our commission picked out six boxes as being the best, and we thereupon invited the six inventors to make actual tests of their boxes on separate carrier routes, so that we could determine whether the innovation would be popular and also whether the present carrier force in a given community can collect mail from every house as well as deliver it, without an extra expenditure of time, and hence of money. The best tests thus far have been made at St. Louis, and the postmaster there, Mr. Harlow, informs me that one of his carrier routes has been entirely supplied with boxes, that the people there and elsewhere in his city are eager for the house-to-house delivery and collection, and, what is more significant than all this, he thinks that the collection as well as the delivery phase of the departure, has come to stay.

"That is nothing less than wonderful if it should turn out, after repeated satisfactory tests, to be true; for it means that the present carrier force of the Post Office Department at present employed in some six hundred cities could collect letters from everybody's door where they happen to be for collection — as indicated by disks which would appear where mail is to be collected — incidentally with the delivery of mail to every door where it is to be delivered; and all this within the same time and without any extra expense, or, in other words, the millions of people in these cities have, by this discovery, two great conveniences which they did not have before, namely, all of their letters deposited in a safe place at their doors without delay, and, what is more, all of their letters collected from a safe place at their doors. And you see, as the free delivery service is extended into smaller and smaller cities, into the towns, into the villages, even into the farming districts, these privileges are correspondingly scattered."

The small free-delivery communities experimented upon varied in size from three hundred persons to three thousand. Between Feb. 1 and Sept. 3, 1891, the forty-six experimental offices

aggregated 285 months of free delivery service, at a total cost of carriers of $4,320.69, and a net profit to be credited to the free delivery service of $850.50. An entire year, aggregating 552 months for these forty-six offices, would have resulted, according to the above proportion, in a net earning of $3,812.54. With an appropriation of $200,000 for the next fiscal year the net earnings, on the same basis, would have reached $76,250.80; and with an appropriation of $500,000, the net earnings would have been, by the same figures, $190,627, and with an appropriation of a million dollars, $381,254. Of course the implication is that the service would be put on in communities of areas and densities of population similar to those already experimented with. But it is evident that it could be put on in regions more and more sparsely settled.

A very important effect of the rural free delivery has been to increase the pay of postmasters where it has been tried. The underpaid fourth class postmasters have sometimes fallen an easy prey to adventurers who try to inveigle them into attending conventions district, state, or even national, for the purpose of making an "impression" upon Congress. The result usually is that a few deluded men gather only to find that there is no convention and nothing to do but to take the next train home. If the national convention materializes the result is probably a bill introduced into Congress by some member who cares nothing for it except to oblige the man who hands the bill to him, or to get rid of him; and as the bill involves the appropriation of anywhere from one to seven millions it does not need to be said that it receives no attention whatever. There is a practical way of benefiting the fourth class postmasters. The question of increased pay for them is simply a business proposition; that if he does more things and does them better he will have more pay. And, moreover, while so long as it is a fact, as it is in thousands of cases, that the postmaster receives all the money that his office earns, and he does not resign it, he can make small headway pleading with Congress for appropriations of millions to be divided amongst him, so to speak. The practical idea has been that with the increased business which would result from supplying so many of the smaller offices with postal telephones, rural free delivery, and postal savings depositaries, the pay, which is adjusted upon work performed, would be made greater as a matter of

course. Experience has proved that this is right. It has not been possible to try the postal telephone or the postal savings depository. The country free delivery experiment, however, showed a net profit in the forty-six communities of $3,812.54. It increased the pay of thirty-eight of the postmasters involved by a total of $2,920.66, the salaries of the postmasters at twelve of the nineteen presidential offices where the free delivery experiment was tried, were increased $1,600 in the aggregate. The increase in the other cases was smaller, but it was exactly proportioned to the increased receipts which gauged the increased work done.

There has been a great demand, there is now, for this rural free delivery extension. Instances have been cited where local enterprise has provided this collection and delivery of mails for years; and doubtless something of the sort is common in thousands of communities in this country. Here a young man collects and delivers for people on a route between the post office and a store, and there the patrons of the post office employ a star route messenger to collect and deliver their mail, at a cost not exceeding five cents weekly. Ordinary salt bags are utilized as family mail sacks and are distributed two or three times a week from one post office by regular messengers, and the carrier receives yearly an average of fifty cents per family, and the postmaster — thanks and an increased cancellation. Postmasters have made collections at their own expense, and the result is an increased sale of stamps and stamped envelopes. An effective method of collection and delivery has been by store order wagons, and another by means of the expressman, who was compensated by a liberal subscription at the close of the season. In a Pennsylvania town two boys of fourteen have bicycles, and they collect and deliver the mail of the merchants, rain or shine. Hundreds of mail messengers will say that they collect and deliver mail along their routes for nothing.

Mr. J. H. Brigham, Master of the National Grange of the Patrons of Husbandry — and the National Grange, by the way, has supported the country free delivery departure in every one of its five thousand or more branches — says of Fulton County, O., his home:

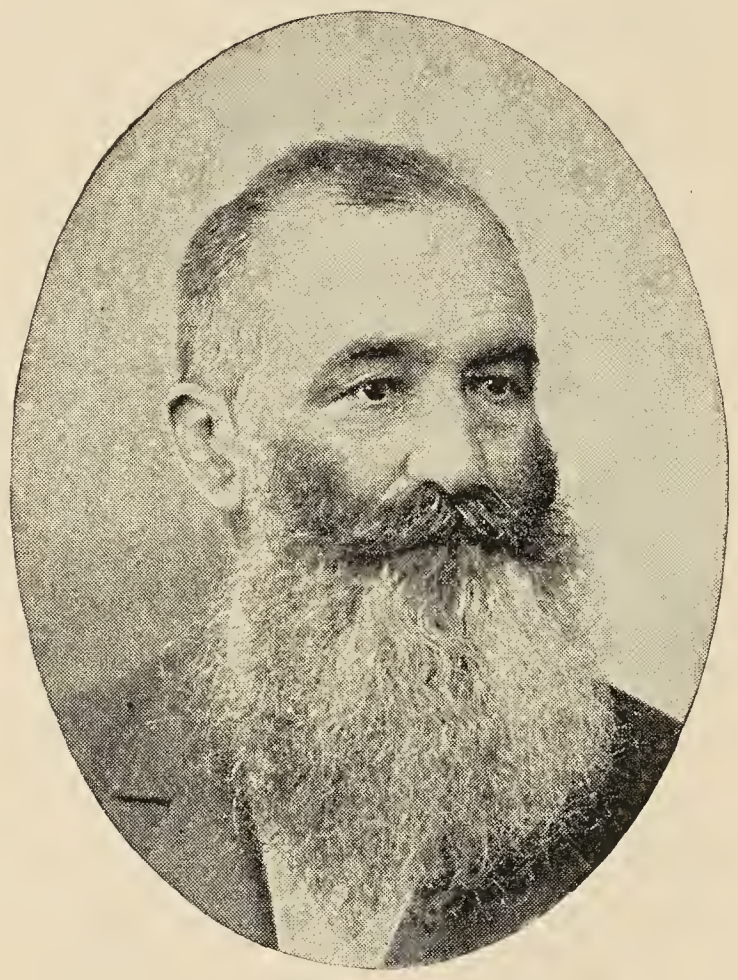
"There are several stage lines passing from the county seat through several other post offices. The people who live along the road make arrangements with the stage drivers to deliver mail into the boxes which they have put on the road.

He not only deposits any mail that he may have, but he also collects any left there and takes it to the post office. When there is mail to collect, a sign is put up to indicate that fact. Those particularly in the arrangement, therefore, have a daily mail delivered and they can send their mail daily, without any other expense than a dollar a year. It has been suggested by Mr. Whitehead, the lecturer of the Grange, that probably the people in the country would be entirely willing to pay one cent additional postage on letters for delivery. Undoubtedly arrangements could be made for delivery of mail through the country at very little expense, by following some such system. For instance, have a general distributing point at the centre of the school district along the roadside. The people living on the cross roads could put their boxes at the four corners and get their mail there. Of course, where there are no stage lines there would have to be special messengers. These could be hired very cheaply because they would make quite a little sum doing errands for people. Under the messenger system the farmers would not need to come to the post office every day or two, as they do now, at considerable loss of time and money, and so frequently for nothing."



In every one of the communities where the free delivery experiment has been tried the citizens have been most unwilling to give it up. This is true at Hepzibah, Ga., where the postmaster, Mr. R. L. Rhodes, is one of the most interested in the service; it is true at Monroe, Mich., a town of over five thousand people, the largest where the experiment was tried — and where Mr. Austin, the postmaster, a very clever business man, reports a grand success. At

National Soldiers' Home, Va., Postmaster Paul has reported the service to be next to indispensable. The patrons of his office are chiefly four thousand disabled soldiers, many of them too aged and infirm to make it convenient, if it were possible, to call at the office. Before the free delivery service was established it was not unusual to find, upon the arrival of the mail, five hundred or a thousand men awaiting their turn at the post office. To the lame and enfeebled this entailed great hardship; but it has all been done away with by the free delivery.



MR. L. H. RHODES,
Postmaster, Hepzibah, Ga.

The cause of rural improvement is greatly to be promoted by the general introduction of country free delivery in connection with the ten-block system of numbering and locating country houses already in successful operation in Contra Costa County, Cal. By this system (which was devised by Mr. A. L. Bancroft, of San Francisco,

MR. A. L. BANCROFT

303 Sutter Street, San Francisco.

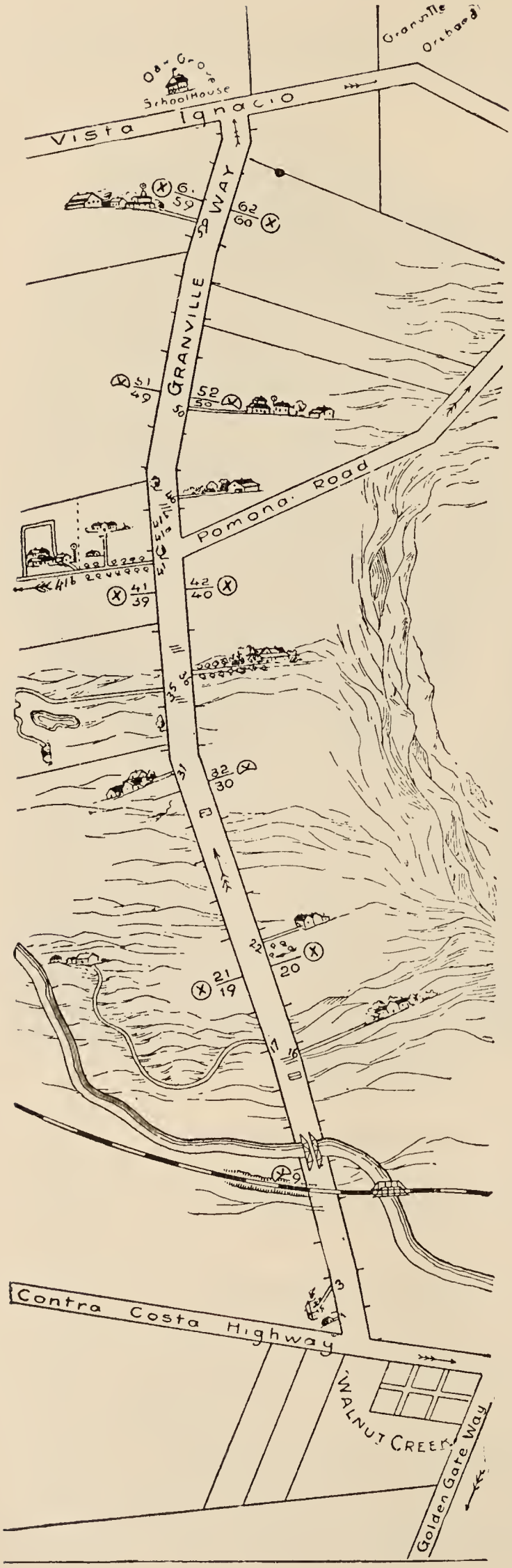
A. L. BANCROFT & COMPANY
Pianos and Organs, 303 Sutter Street, San Francisco.

BANCROFT-WHITNEY CO.
Law Book Publishers, etc., 607-613 Clay Street, San Francisco.

ALOHA FARM 41 a, CROFTON 41 b, Granville Way } Contra Costa Fruit Farms,
GRANVILLE ORCHARD, 97 Vista Ignacio } Walnut Creek, Cal.

THE TEN-BLOCK SYSTEM
Information given on application regarding the establishing of the ten block system of numbering country houses, etc.

THE CARD OF A CONTRA COSTA DWELLER.

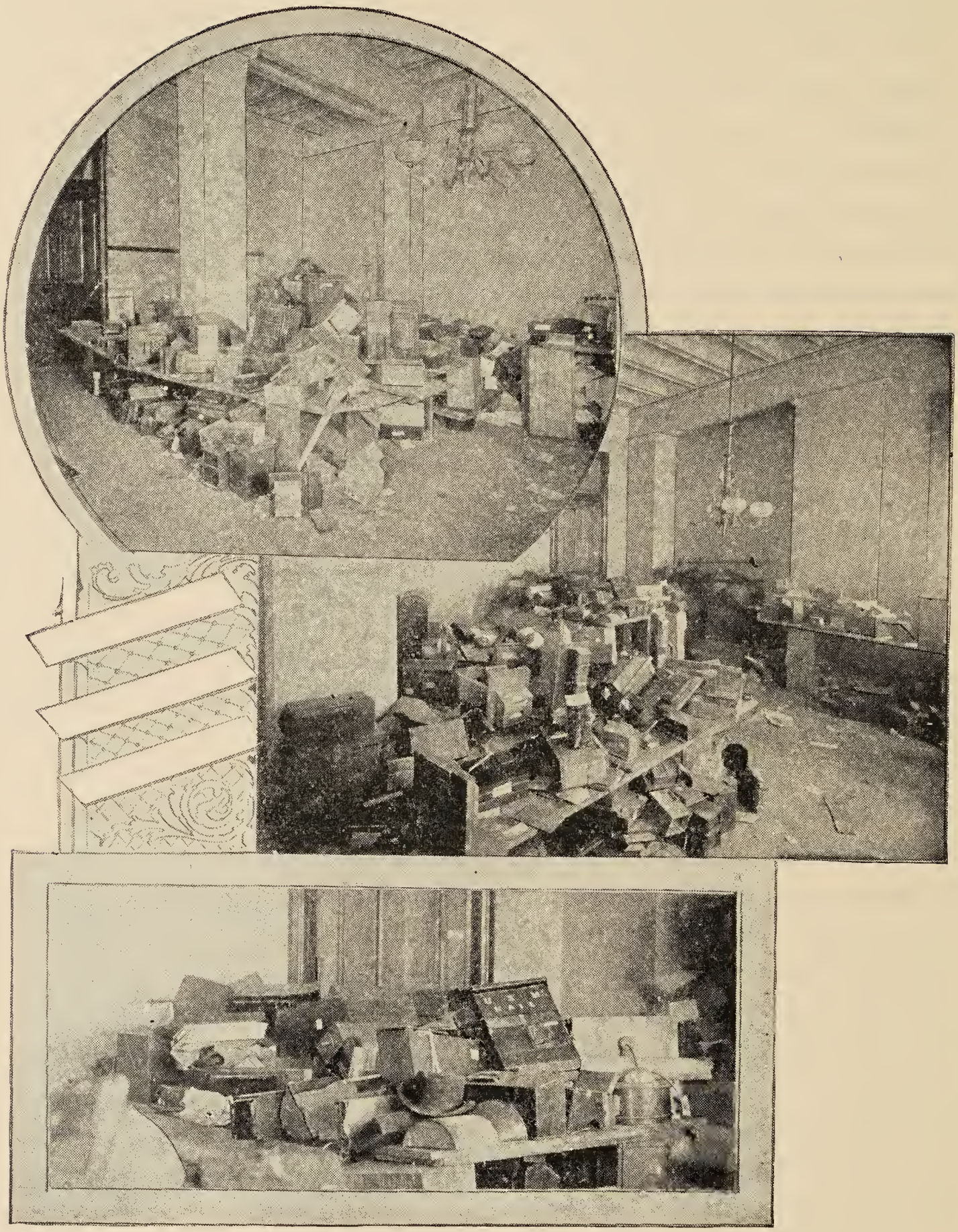


who has a farm in Contra Costa County), all the country roads bear distinctive names. Each mile is divided into ten imaginary blocks having a frontage on each side of the road of exactly one tenth of a mile each. Two numbers are assigned to each block, the odd ones on the left and the even numbers on the right. Wherever country houses are near enough to be situated within the same block they all have the same block number, but are distinguished by small letters, thus: 246, 246a, 246b, etc. Not only the exact location but the correct distance of every house entrance from some convenient point of departure, say the county seat, can be quickly estimated by dividing the block number by two (there being two numbers to each block for each side of the road) and pointing off one decimal place. For instance, No. 246 is 123 tenths miles, or 12.3 miles from the point of reckoning; or if 246 represents the difference between two block numbers, then 12.3 stands for the distance between them expressed in miles.

Rural free delivery may easily be applied according to the ten-block system. The mail boxes would be placed by the roadside

and designated by the block number. Boxes would be placed at all cross roads and at the entrances of all neighborhood roads, and at other points along the route where many families would be accommodated. Next to each box, or in combination with it, would be placed for the incoming mail a receptacle for the outgoing mail, and collections as well as deliveries would be among the economical features of the system. With proper regulations letters addressed to neighbors along the route could be placed in some distinguishing envelope for rapid separation and immediate delivery within an hour or two. Mail roads would be selected with two objects in view, one to locate the routes in the most thickly populated part of the country, where the service would be of benefit to the greatest number of people, and the other to locate them upon the most important through roads, for the influence of the mail delivery upon the roads travelled by the postmen would certainly make them the best in the country. Then, too, if free delivery in the country should be granted only where the roads have been named, measured, and blocked off, and the road beds themselves have been put in proper condition, it would be a constant and powerful influence in favor of good roads, as well as rural improvement throughout the whole country.

It has already been proposed, and favorably commented upon by thoughtful persons, to provide for the delivery and collection of mail along star routes, by arrangement with the mail carriers, and it has been suggested, and favorably commented upon in many quarters, that the mail contractors should carry a small amount of postal supplies, like stamps and envelopes, and should also issue money orders and register letters. The owners of the house collection boxes have offered to equip a sparsely settled rural route not only with their collection and delivery box but also with a mounted carrier, so that the exact effect upon the postal revenue of collections as well as deliveries of mail in country places may be found out. This same company has also offered to equip one or more country free delivery routes as at present operated in villages, and for the same purpose. With the improvement of the roads, therefore, and with the application of the ten-block system of locating country houses, and the application, moreover, of the principle of collections as well as deliveries of mail, the free delivery extension into regions more and more sparsely settled is capable of rapid development.



REJECTED HOUSE LETTER BOXES.

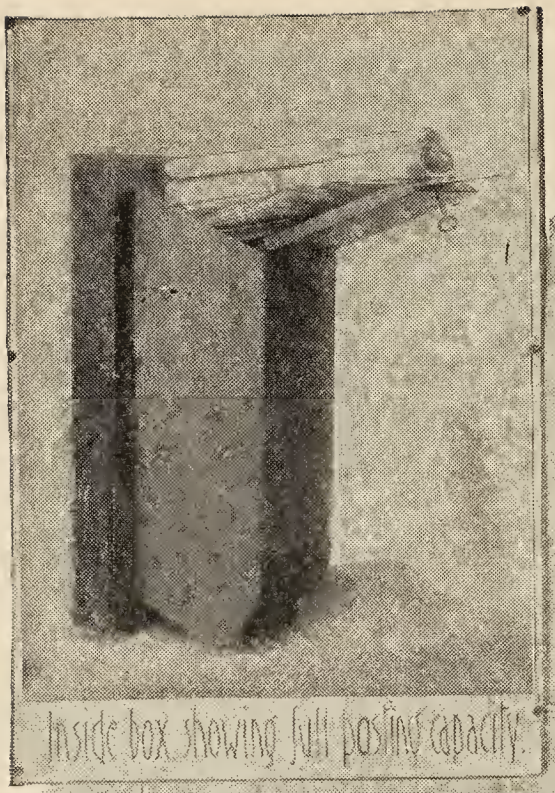
The house letter box experiment, already mentioned, has been successfully tried. A given carrier route (the slowest in St. Louis to deliver to and collect from, on account of the distance of the houses, seventy-five feet from the street), was supplied with one hundred and forty-three boxes, and in three months it was actually

shown, not only that the carrier was able to collect mail from every house where mail had been deposited for collection — and a little disc which he could see from the sidewalk showed that it had been deposited, — because formerly he had to lose a quarter of his time waiting for people to answer door bells, talk with persons upon topics of no consequence, or be delayed in other ways; but also that four times as many letters were dropped into the house letter boxes upon this route than were formerly collected from the street letter boxes in the same territory during a similar period. This increase, to be sure, is no doubt partly attributable to the fact that many letters

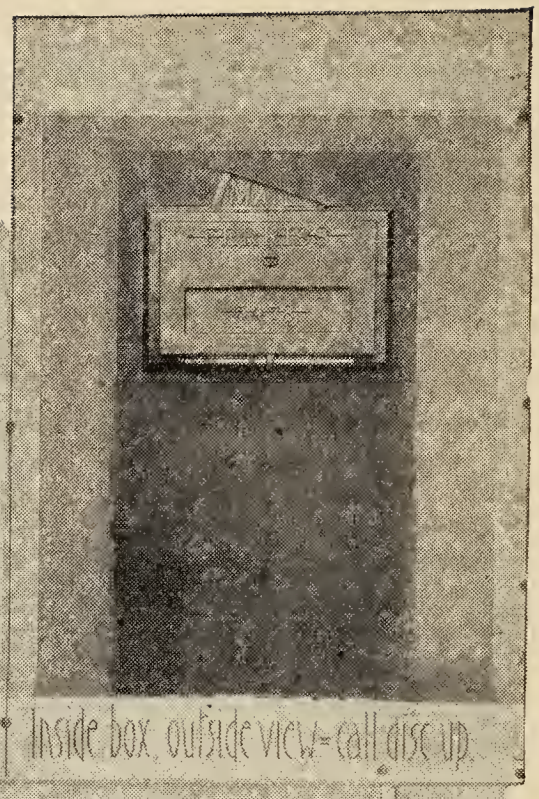


VIEWS OF AN ACCEPTED HOUSE LETTER BOX.

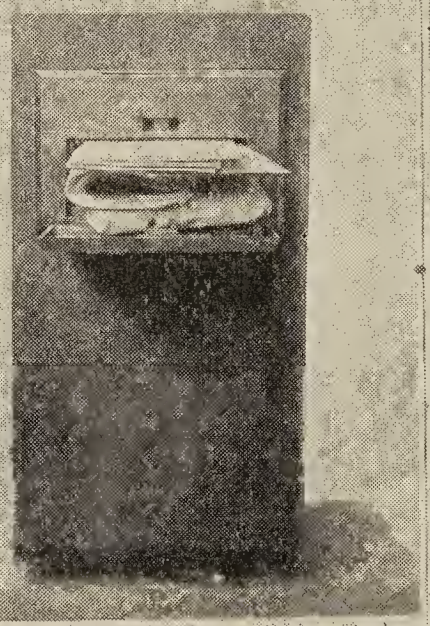
formerly written at home and dropped down town were dropped at home; and also, perhaps, that a few business letters formerly written down town were written at home and dropped there, or at least dropped there. But unquestionably the new facility caused an actual twofold increase in letter writing. For what person does not write more letters who has the writing materials, or the stenographer, or the letter box, at hand. And then husbands can no longer be accused of carrying letters intended for mailing for days and days in their inside pockets. An increase of revenue to the Department is looked for through still another facilitation of correspondence. There



Inside box showing full posting capacity.



Inside box, outside view-call arse up.



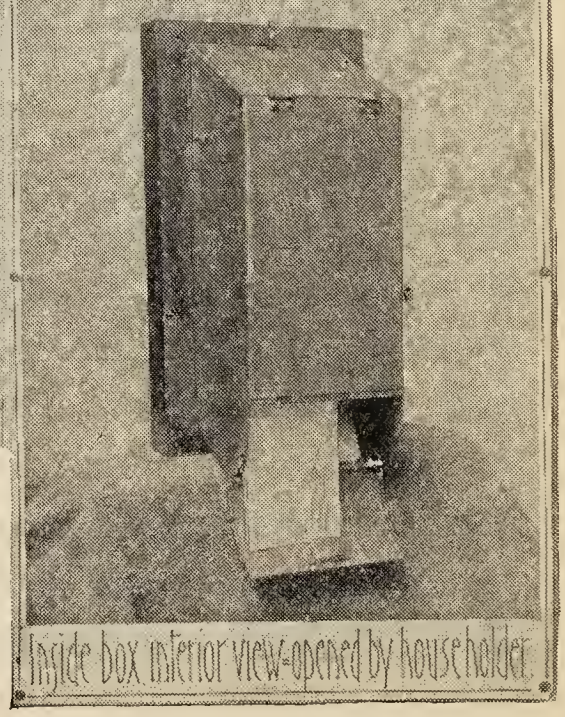
Inside box, outside view-opened by collector



Inside box, outside view-delivering mail



Inside box, outside view-delivering a large package



Inside box, interior view-opened by householder.

VIEWS OF THE ACCEPTED INSIDE HOUSE BOX.

was early shown in St. Louis a demand for stamps to be purchased through the carriers; and as it was customary to enclose money, a dollar, say, in an envelope, and put a stamp on it, and have the carrier take it to the post office, and have the required stamps returned (all but the two cents' worth required to pay for the postage on the return envelope with the stamps enclosed), there would be just so much added business; or it has been proposed that carriers take along supplies of stamps with them to meet all immediate demands.

Another great advantage (in addition to the quick deliveries to safe receptacles and the regular and frequent collections from one's door, and in addition to the increased popularization of the whole free delivery and consequent appreciation by Congress), is that the chance of securing booty, which would be distributed in a hundred house boxes rather than a single street box, would not appeal to thieves, and the almost sure chance of immediate apprehension, in front of a man's own door rather than on a remote street corner, would appeal to thieves.

According to the census there are 2,618,267 dwellings in towns of 10,000 people or more in this country. In the towns of a population of between five thousand and ten thousand, to which it has several times been urgently proposed to extend the free delivery, pending action by Congress, there are, perhaps, a million more dwellings. So that the house-to-house collection and delivery of mail really applies to almost 4,000,000 families; and it is calculated that mail is delivered in this country to as many business addresses as homes.

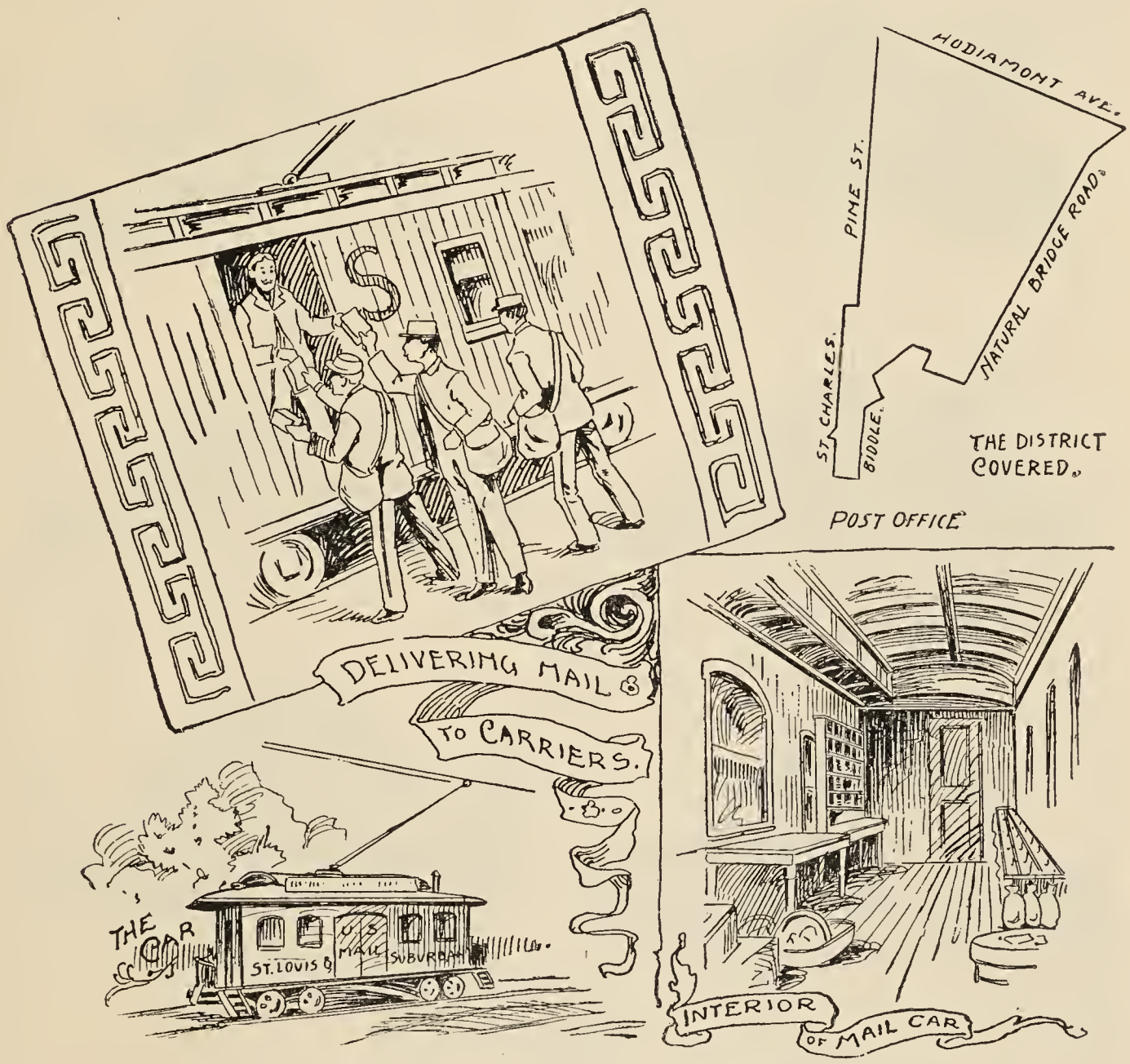
IMPORTANT POSTAL REFORMS.

THE adoption of the tubular post for the large cities of this country has been persistently agitated. The Postmaster General caused to be made the most thorough investigation of foreign systems yet attempted, secured an appropriation of $10,000 for the trial of pneumatic tube experiments at home, and completed arrangements by which actual tests should be made. He most desired to see New York and Brooklyn connected, and an adequate system for Chicago and the World's Fair. Perhaps the best foreign system is in operation in Berlin, and, though this plant has cost nearly $1,000,000, it pays its way, and, what is more, notably increases the business of the telegraph and the telephone companies, and of course, of the mail service. The tubular post is very hard and expensive to maintain; and it may be that the great, quick means of carrying letters and packets in cities has yet to be discovered. It will probably be electrical, and will fit, suitably and logically, the development of the service in the other electrical directions.

An important postal reform for cities has been begun by Postmaster Harlow in St. Louis. He has induced a local electric road to put on a street railway post office, and this has now been successfully in operation for some time. Mail intended for delivery is taken out in the car, which passes the shipping door of the post office, is sorted in transit, and is handed out at sub-stations on the eighteen mile route, or handed direct to carriers. Similarly, matter intended for mailing is prepared inside the cars on the inward trip for despatch as soon as it reaches the post office. This departure not only expedites the mail handled from three to five hours, but it might also, if generally applied in St. Louis, necessitate the

employment of fewer carriers by about twenty, or, better still, permit the addition of collections and deliveries, where they might be needed, by the use of these released carriers.

The position of postmasters general in the matter of smaller public buildings has been repeatedly made clear. They observed that the Department was paying too much for the rentals of small offices;



POSTMASTER HARLOW'S STREET CAR POST OFFICE.

and the trouble of leasing and the inconveniences of moving were of very disagreeable moment. The chief bill introduced to provide small public buildings has been championed by Postmaster General Vilas as well as Mr. Wanamaker, and by such Democrats as Congressman Blount of Georgia, as well as by such Republicans as ex-Congressman Candler of Massachusetts. The proposition is to have a skilled architect and superintendent of construction appointed in



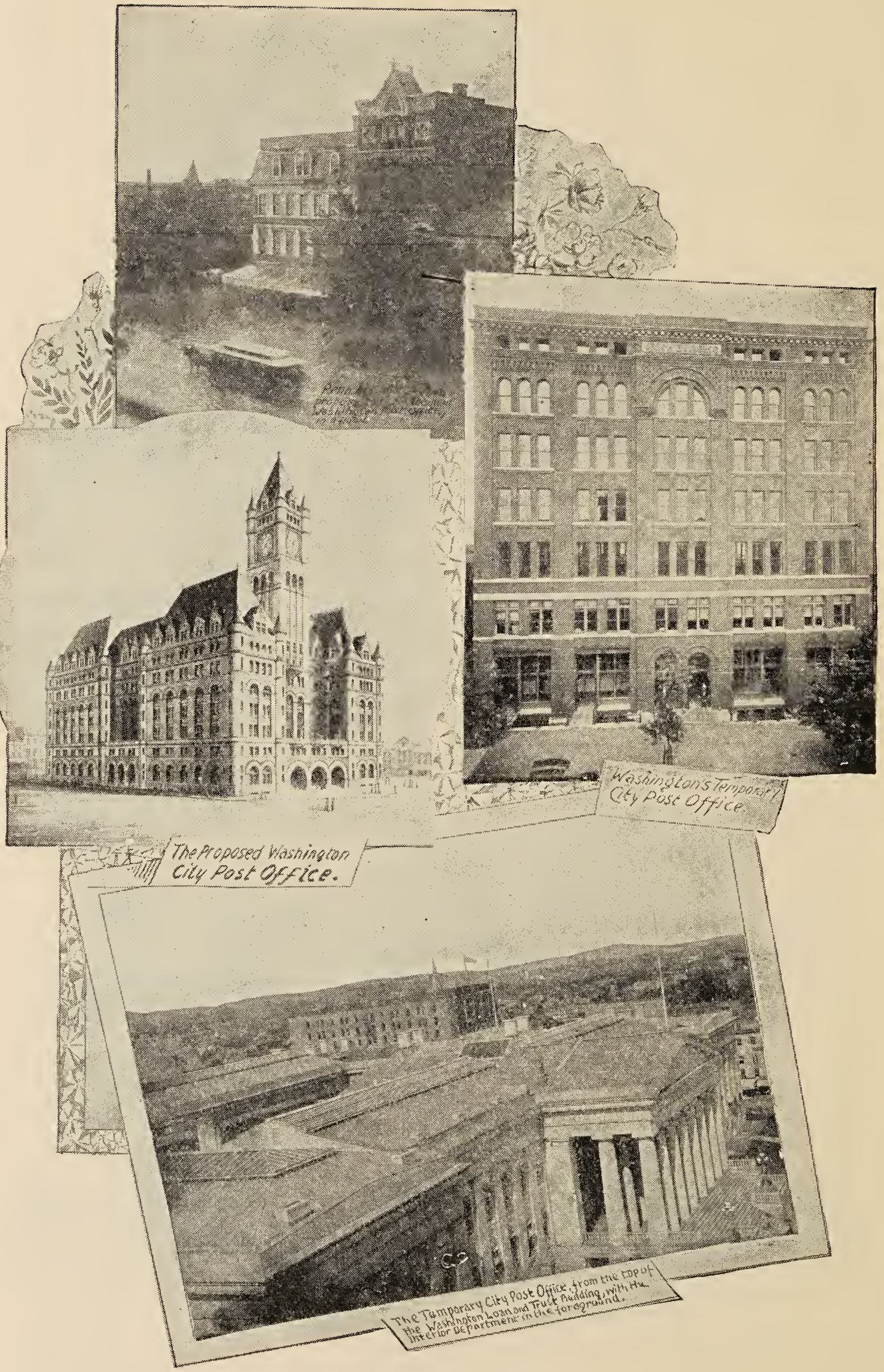
PUBLIC BUILDINGS LATELY DESIGNED BY SUPERVISING ARCHITECT EDBROOKE.

the Post Office Department to prepare in conjunction with the Supervising Architect of the Treasury, suitable designs for the erection of three classes of buildings, varying in cost according to the amounts of the gross receipts of the offices in those places, as follows:

1. Where the receipts of each of the two preceding years exceed $25,000 the cost shall not exceed $25,000.
2. Where the receipts of each of the two preceding years shall have been no more than $25,000, the building shall not exceed in cost $20,000.
3. Where the receipts of each of the two years preceding shall have been no more than $20,000, the cost shall not exceed $15,000.

The bill furthermore contains necessary provisions as to acquirements of title, the acceptance of donations or grants of lands by municipalities, etc. Recently there were 588 post offices of the first and second classes, whose gross receipts were $8,000 or more, not located in Government buildings, whereat the aggregate allowance for the rent was over $461,000. In addition, there were 1,311 third class offices in rented quarters, whose receipts for the four quarters ended March 31, 1891, amounted to $3,000 or more; the aggregate amount allowed for the rent of these third class offices was over $282,000, making a total of nearly three quarters of a million dollars paid by the post office annually for rentals. There were, in addition, 1,707 post offices not located in Government buildings whereat the gross receipts ran from $3,000 upwards. There were 104 offices whose gross receipts exceeded for each of the two years in question the sum of $25,000; forty-nine offices whose gross receipts were over $20,000 but did not exceed $25,000, and 1,554 offices whose gross receipts did not exceed $20,000 for each of a pair of years in question. Apply these figures to the bill, and it appears that the cost of the post office buildings, calculated according to this provision, would be as follows:

For 104 buildings at $25,000 each	$2,600,000.00
For 49 buildings at $20,000 each	980,000.00
For 1,554 buildings at not exceeding $15,000 each, which it is roughly estimated may be divided into the following groups:—	
500 buildings at the maximum of cost, $15,000	$7,500,000.00
1,054 buildings not exceeding $10,000 each	10,540,000.00
	$21,620,000.00



PUBLIC BUILDINGS IN WASHINGTON CITY.

In short, therefore, with an outlay of $21,000,000, every post office doing a considerable business could be properly housed and a saving accomplished of about three quarters of a million dollars per annum. The entire expenditure of $21,000,000 would all be covered by rentals in twenty-nine years, and probably in twenty-five years or less, considering the annual increase of rentals. If interest could be compounded at six per cent., it would all come back in from fifteen to seventeen years. The net result of judicious financiering in this connection would be the actual ownership by the United States Government of upward of seventeen hundred substantial buildings, rent free perpetually, by simply advancing from the Treasury the rentals of a few years. And the Postmaster General adds:

"In one state alone there are fifteen presidential post offices that have now, or are expecting to have public buildings costing from $50,000 to $250,000, or averaging perhaps $150,000 each, making a total cost of $2,250,000 for the fifteen. It seems within the bounds of reason that a building sufficient to meet all requirements could be erected in each of these places for post office purposes alone at a cost of $50,000 or a total of $750,000 for all of them, which would leave a balance of $1,500,000 to be distributed among other 125 presidential offices, giving each building at the smaller towns to cost on an average of $12,500. The great need is small buildings wholly for postal purposes."

The Postmaster General, while strenuously advocating the stoppage of any useless expenditure of money for large buildings, just as strenuously advocated the need of adequate quarters for the post offices in such cities as New York, Chicago, and Washington. He took the lead in these matters, and though appropriations could not be obtained for New York and Chicago, where, as has been repeatedly pointed out, the post office buildings are dark, dingy, overcrowded and unhealthy, if not actually dangerous, he succeeded in Washington, first in securing an allowance for the erection of an immense post office building on Pennsylvania Avenue, and second in removing the city post office to its present roomy quarters.

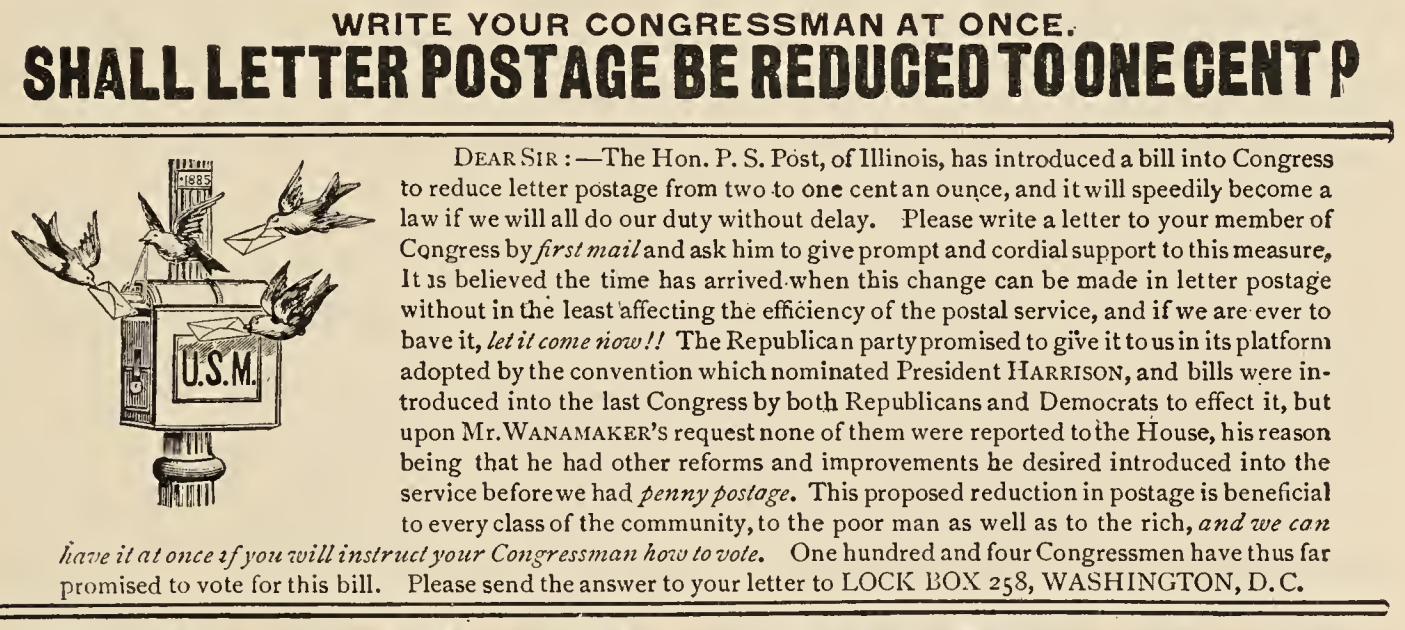
The Postmaster General has been in favor of one cent postage always, but not immediately, not until other more necessary and less costly reforms can be effected. He has calculated the effect of one cent postage from every possible point of view. He had an account taken of the number of pieces and weight of mail matter mailed at all the post offices and on the transportation lines

during the week ending May 12, 1890, for the special purpose of knowing what the proportionate revenue and expense of each class of matter was. Upon these figures it was carefully estimated that two cent letter postage yielded to the Department 62.5 per cent. of its revenue. At the present time its revenue from letter postage would amount to over $45,000,000, and to cut that in half would mean a loss evidently of over $22,500,000, and it cannot be estimated that this tremendous loss to the revenue would be made up with the same certainty and regularity that followed the reduction of letter postage from three cents to two; for a reduction from two cents to one would be followed by a tremendous increase in the volume of mails, and no doubt extra room in post offices, extra car space, and extra men would be everywhere required, and here would be additional expense. The more attractive idea, therefore, has been rather to work out the various comparatively easy reforms which will make the Department self supporting and more so, and by insisting that the Post Office Department shall have credit for the millions of dollars' worth of work done for the other executive departments, obtainthe a dditional argument that one cent postage will not really be an unreasonable tax upon the people.

One cent postage has really not been demanded much. Ninety-nine out of every hundred letters or newspaper utterances insist that the postal facilities shall be improved in every way before they are endangered by any economical spirit that would result from such a loss in the postal revenues. Of course, large business firms having postage bills of $5,000 or $20,000 annually would like to see these bills cut in half. The "demand" for one cent postage has in recent months been chiefly worked up by one of the most frowsy of the lobbyists, who, whether in collusion with any of these important business men or not, has exploited himself upon their support, causing petitions for one cent postage to be circulated amongst them and soliciting persons in different parts of the country to write letters which should commit Congressmen unwittingly to a one cent postage measure. For instance, one reads that a huge petition signed by four thousand or more business firms of Chicago and other Illinois cities in behalf of one cent postage is on its way to Senator This and Congressmen That. This is one thing; and then one hundred or more Congressmen have been inveigled into writing some con-

stituent, known or unknown, that they were in favor of one cent postage right away, not really knowing what the effect of it would be but supposing that it was a good thing. The petitions and the letters have been worked up partly by the personal solicitation of this lobbyist, though chiefly, perhaps, by the circulation broadcast of a small card printed in red and blue announcing that a one cent postage bill had been introduced and that it was the duty of every citizen, without regard to politics, to support it.

The proposition of postal savings depositories, which the present Postmaster General has so much believed in as a means of collecting


WRITE YOUR CONGRESSMAN AT ONCE.

SHALL LETTER POSTAGE BE REDUCED TO ONE CENT P

DEAR SIR:—The Hon. P. S. Post, of Illinois, has introduced a bill into Congress to reduce letter postage from two to one cent an ounce, and it will speedily become a law if we will all do our duty without delay. Please write a letter to your member of Congress by *first mail* and ask him to give prompt and cordial support to this measure. It is believed the time has arrived when this change can be made in letter postage without in the least affecting the efficiency of the postal service, and if we are ever to have it, *let it come now!!* The Republican party promised to give it to us in its platform adopted by the convention which nominated President HARRISON, and bills were introduced into the last Congress by both Republicans and Democrats to effect it, but upon Mr. WANAMAKER'S request none of them were reported to the House, his reason being that he had other reforms and improvements he desired introduced into the service before we had *penny postage*. This proposed reduction in postage is beneficial to every class of the community, to the poor man as well as to the rich, *and we can have it at once if you will instruct your Congressman how to vote.* One hundred and four Congressmen have thus far promised to vote for this bill. Please send the answer to your letter to LOCK BOX 258, WASHINGTON, D.C.

This Change will Benefit Every Citizen, Rich and Poor!!

THIS IS BUSINESS, NOT POLITICS.

A CARD SHOWING HOW ONE CENT POSTAGE IS "PROMOTED."

hundreds of millions of dollars and putting it into actual circulation and use, and, for even greater benefit, of inculcating in millions of poor people habits of thrift and confidence in the immovable stability of the Government, is best stated by himself in a reiteration of one of his favorite utterances. The plan, he says, is:

"At designated post offices to receive on deposit sums of not less than one dollar, which may be in postage stamps on cards to be furnished, interest to be added from the beginning of the next month after transmitted to the Secretary of the Treasury, who shall, at the beginning of each half year, fix the rate of interest to be paid to depositors, said interest to be one half per cent. less than the current rate at savings funds and private banks at the monetary centres. The Secretary of the Treasury shall keep account of deposits by the states, and, to put the money in circulation, shall offer the funds arising in each state as a loan to the national banks of the same state, at a rate of interest to be fixed by

him and these sums shall be declared trust funds, and shall be a preferred claim against the assets of the banks.

"Another plan, quite simple, and thoroughly practical, would be to issue at the post offices non-negotiable certificates of postal deposit in sums of $10, $20, $50 and $100, for easy computation, bearing interest at the rate of half a cent a day on a hundred dollars ($1.82½ per year), or a little less than two per cent. per annum after the first of the month following the date of deposit, and principal and interest payable on demand at any money order office by proper indorsement and identification under regulations of the Postmaster General. The money deposited in each state to be reinvested so far as possible in the same state in school or municipal bonds by the Postmaster General, subject to the approval of the Secretary of the Treasury.

"In establishing these depositories due care should be taken to provide first for the states without savings banks. The reports of 36,598 postmasters state that the distance of savings banks from post offices varies from a few feet to hundreds of miles, and the actual average of distance in 1876 out of 2,807 counties in the United States is twenty-eight miles. As the post office is within easy walking distance of the home of every man, woman and child, so would the place of deposit for savings be equally accessible and convenient."

Very many persons have been in favor of a limited parcels post, or a fuller transportation of packages by the Post Office Department than the people now enjoy, simply for the reason that the express companies do not extend their lines to remote quarters that the post office already serves, and so leave the people there without any method of doing a small express business; and for the second reason that this country has a full parcels post with foreign countries, for eleven pound packages may be sent abroad, and only four pound packages may go in the domestic mails. It has been pointed out that the Department does not need to defer to the express companies, for the reason that they do not hesitate to take to themselves the short haul packages, which undoubtedly pay them, and leave to the Department the long hauls, which are unprofitable to it. But inasmuch as a parcels post would encumber the Department, necessitating more room in offices and cars, and perhaps more men, it is believed that the country is not ready for it yet, until half a dozen or more reforms, which are greater and easier, are brought about.

Mr. Wanamaker has been immediately in favor of a consolidation of third and fourth class matter. He said in a recent letter:

"If the private express system extended all over the country there would be no necessity and probably little inclination to make use of the mails for the transportation of parcels or merchandise, the express charges upon a four pound

package being usually less than half the amount of postage required upon it at the present rate. The fact is, furthermore, that the great majority of small towns have no express facilities. At such places the government has a virtual monopoly of the carriage of fourth-class matter, and under the existing rate uses this monopoly to work hardship upon the very class of people who are most entitled to its consideration. The excessive charge upon this class of matter thus defeats the very object for which it was admitted to the mails — the universal accommodation of the people."

The increased volume of mail likely to follow the admission of fourth class matter at third class rates would not be serious, as it is



THE DEPARTMENT BUILDING WITH A PROPOSED ADDITION OF THREE STORIES.

argued, and the benefit to patrons of the mail in remote places would be great. Nor would the interference with the express companies be appreciable. Moreover, the great difficulty now involved in deciding in so many cases which is third class and which fourth class matter would be done away with.

Good men have always fully believed in a better inspection of the service, and have frequently recommended this, in order to make the system more nearly perfect as a business machine. It is really a great central office, with perhaps 70,000 branches and almost 230,000 employees; and yet it is without coherence, except as the

spirit of a particular Postmaster General may happen to permeate it, and except, too, as the postal employees themselves may be kept in touch with the central officers. Mr. Wanamaker has boldly urged the appointment of a permanent comptroller, or actuary, for the Department, who should be the real executive officer, leaving the Postmaster General free to elaborate his special large reforms; and he has urged the division of the country into postal districts, each under the supervision of the best postal men in it, not only for the purpose of correcting irregularities but to prevent them. This would keep numberless details away from the delays that lurk in department desks, would result in the abolition of thousands of useless post offices and the establishment of the useful free delivery over all the territory covered, and would finally make the postal service really efficient, economical and business-like.



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